

Council Assembly

Ordinary meeting

Wednesday 20 November 2024
7.00 pm

Council Offices, 160 Tooley Street, London SE1 2QH

Councillors are summoned to attend a meeting of the Council to consider the business contained herein

Althea Loderick
Chief Executive

INFORMATION FOR MEMBERS OF THE PUBLIC

Access to information

You have the right to request to inspect copies of minutes and reports on this agenda as well as the background documents used in the preparation of these reports.

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Contact

Virginia Wynn-Jones, Andrew Weir on 020 7525 7055 or 020 7525 7222 or email: virginia.wynn-jones@southwark.gov.uk; andrew.weir@southwark.gov.uk; constitutional.team@southwark.gov.uk

Date: 8 November 2024



Council Assembly

Ordinary meeting

Wednesday 20 November 2024
7.00 pm
Council Offices, 160 Tooley Street, London SE1 2QH

Order of Business

Item No.	Title	Page No.
	PART A - OPEN BUSINESS	
1.	PRELIMINARY BUSINESS	
	1.1. APOLOGIES FOR ABSENCE	
	To receive any apologies for absence.	
	1.2. ANNOUNCEMENTS FROM THE MAYOR, MEMBERS OF THE CABINET OR CHIEF EXECUTIVE	
	To receive any announcements from the Mayor, members of the cabinet or the chief executive.	
	1.3. NOTIFICATION OF ANY ITEMS OF BUSINESS WHICH THE MAYOR DEEMS URGENT	
	In special circumstances an item of business may be added to an agenda within seven working days of the meeting.	
	1.4. DISCLOSURE OF INTERESTS AND DISPENSATIONS	
	Members to declare any interests and dispensations in respect of any item of business to be considered at this meeting.	
	1.5. MINUTES	1 - 16
	To approve as a correct record the open minutes of the council assembly meeting held on 17 July 2024.	

2. ISSUES RAISED BY THE PUBLIC

2.1. PETITIONS

To formally receive any petitions lodged by members of the council or the public which have been received in advance of the meeting in accordance with council assembly procedure rules. No petitions have been received.

2.2. PUBLIC QUESTION TIME

The deadline for public questions is 11.59pm, Thursday 14 November 2024. Questions can be emailed to constitutional.team@southwark.gov.uk.

Questions from the public will be distributed in a supplemental agenda.

3. THEMED DEBATE

3.1. COMMUNITY EVIDENCE

The deadline for community evidence on the theme is 11.59pm, Thursday 14 November 2024. Submissions can be emailed to constitutional.team@southwark.gov.uk.

Submissions from the public will be distributed in a supplemental agenda.

3.2. MOTION ON THE THEME

17 - 22

The Cabinet Member for Climate Emergency, Jobs and Business to present the theme for the meeting.

4. DEPUTATIONS

The deadline for deputation requests is 11.59pm, Thursday 14 November 2024. Deputations can be emailed to constitutional.team@southwark.gov.uk.

Deputation requests will be distributed in a supplemental agenda.

5. ISSUES RAISED BY MEMBERS

5.1. MEMBERS' QUESTION TIME

23 - 28

To receive any questions from members of the council.

5.2. MEMBERS' MOTIONS		29 - 39
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To consider the following motions:

- Supporting Older People this Winter
- Rethinking Winter Fuel Payment Cuts
- Right to Grow
- Supporting the Climate and Nature Bill
- Support Renters in Southwark

6. REPORT(S) FOR DECISION

6.1. CREATING GOOD LIVES TOGETHER: SOUTHWARK 2030 STRATEGY		40 - 201
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6.2. OLD KENT ROAD AREA ACTION PLAN: 2024 DRAFT		202 - 1328
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6.3. TREASURY MANAGEMENT - MID-YEAR UPDATE 2024-25		1329 - 1344
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7. AMENDMENTS

Any member of the council may submit an amendment to a report or motion on the agenda. The amendments will be circulated to all members in a supplemental agenda.

ANY OPEN ITEMS IDENTIFIED AS URGENT AT THE START OF THE MEETING

EXCLUSION MOTION (IF NECESSARY)

The following motion should be moved, seconded and approved if the council wishes to exclude the press and public to deal with reports revealing exempt information:

“That under the access to information procedure rules of the Southwark constitution, the public be excluded from the meeting for the following items of business on the grounds that they involve the likely disclosure of exempt information as defined in section(s) 1 – 7 of paragraph 10.4 of the procedure rules.”

PART B – CLOSED BUSINESS

ANY CLOSED ITEMS IDENTIFIED AS URGENT AT THE START OF THE MEETING



Council Assembly (Ordinary)

MINUTES of the Council Assembly (Ordinary) held on Wednesday 17 July 2024 at 7.00 pm at Council Offices, 160 Tooley Street, London SE1 2QH

PRESENT:

The Worshipful the Mayor for 2024-25, Councillor Naima Ali (Chair)

Councillor Suzanne Abachor
 Councillor Evelyn Akoto
 Councillor John Batteson
 Councillor Cassandra Brown
 Councillor Maggie Browning
 Councillor Victor Chamberlain
 Councillor Sunil Chopra
 Councillor Stephanie Cryan
 Councillor Sam Dalton
 Councillor Mohamed Deen
 Councillor Helen Dennis
 Councillor Gavin Edwards
 Councillor Natasha Ennin
 Councillor Sam Foster
 Councillor Renata Hamvas
 Councillor Barrie Hargrove
 Councillor Jon Hartley
 Councillor Youcef Hassaine
 Councillor Esme Hicks
 Councillor Emily Hickson
 Councillor Adam Hood
 Councillor Laura Johnson
 Councillor Nick Johnson
 Councillor Sarah King
 Councillor Sunny Lambe

Councillor Richard Leeming
 Councillor Richard Livingstone
 Councillor James McAsh
 Councillor Hamish McCallum
 Councillor Victoria Mills
 Councillor Portia Mwangangye
 Councillor Graham Neale
 Councillor Margy Newens
 Councillor Jason Ochere
 Councillor David Parton
 Councillor Leo Pollak
 Councillor Reginald Popoola
 Councillor Bethan Roberts
 Councillor Catherine Rose
 Councillor Jane Salmon
 Councillor Andy Simmons
 Councillor Michael Situ
 Councillor Charlie Smith
 Councillor Cleo Soanes
 Councillor Emily Tester
 Councillor Joseph Vambe
 Councillor Irina Von Wiese
 Councillor David Watson
 Councillor Kieron Williams
 Councillor Ian Wingfield

1. PRELIMINARY BUSINESS

1.1 APOLOGIES FOR ABSENCE

Apologies for absence were received from Councillors Jasmine Ali, Rachel Bentley, Ellie Cumbo, Dora Dixon-Fyle, Esme Dobson, Sabina Emmanuel, Ketzia Harper, Maria Linforth-Hall, Darren Merrill, Sandra Rhule, Martin Seaton and Kath Whittam.

Apologies for early departure were received from Councillor David Parton.

1.2 ANNOUNCEMENTS FROM THE MAYOR, MEMBERS OF THE CABINET OR CHIEF EXECUTIVE

The leader of the council congratulated the Mayor of Southwark on her election. He also thanked the election team for their hard work during the general election and by-elections, and welcomed the new members of the council.

1.3 NOTIFICATION OF ANY ITEMS OF BUSINESS WHICH THE MAYOR DEEMS URGENT

At this point, the programme motion was agreed:

The order of business and timings for the evening were agreed as follows:

Time	Business
19:00 – 19:10	1. Preliminary business and announcements
19:10 – 20:10	Themed debate
(20 minutes – 4 minutes' speech)	3.1 Community Evidence
	<ul style="list-style-type: none"> • Southwark and Peckham Citizens • Cathy Deplessis, Southwark Pensioners' Centre • Lizzie Lynch, Appleby Blue • Kelvin Miles and colleagues
(7 minutes)	3.2 Motion on the Theme
(5 minutes)	1. Councillor Helen Dennis, new homes and sustainable development
(25 minutes)	2. Councillor Emily Tester, opposition spokesperson
(3 minutes)	3. Themed debate open to all other councillors
	4. Cabinet member's right of reply to the debate
20:10 – 20:20	Recess
20:20 – 20:40	4. Deputation requests
(4 minutes' speech, question to the cabinet; no	<ul style="list-style-type: none"> • Leaseholders in the North Peckham Estate • Jenifer Milner, on behalf of shop owners in SE5 • Zoe Abrams and Peckham residents

questions from members)	
20:40 – 21:15 (5 minutes) (15 minutes) (15 minutes)	5.1 Members' Question Time <ul style="list-style-type: none"> • Late questions • Members' questions to the leader • Members' questions to the cabinet
21:15 – 22:00	5.2 Motions
	Motion 1 – Declaring a Housing Emergency (LD)
	Motion 2 – Debate Not Hate (Lab)
	Motion 3 – Ending the Lower Road Chaos (LD)
22:00*	6. Reports
	6.1 Proposed Amendments to the Constitution: Human Resources (HR)
	6.2 Pay Policy Statement 2024-25
	6.3 Treasury Management – Outturn 2023-24

* subject to the guillotine rule; maximum 15 minutes debate per item.

Note: Any time left remaining on any item will be rolled into the next items.

That the meeting be conducted as follows:

Item 3 - Themed debate

Community Evidence Submissions

To receive submissions from the groups listed in the themed section of the agenda:

- Southwark and Peckham Citizens
- Cathy Deplessis, Southwark Pensioners' Centre
- Lizzie Lynch, Appleby Blue
- Kelvin Miles and colleagues

(Four minutes to speak)

Format

A four minute presentation from the groups.

3.1 Motion on the theme

Themed debate

To run as listed in the timings above.

Item 4 – Deputations

That the meeting agree to hear deputations from:

- Leaseholders in the North Peckham Estate
- Jenifer Milner, on behalf of shop owners in SE5

- Zoe Abrams and Peckham residents

(Four minutes to speak; deputation question to relevant cabinet member, no questions from members)

Item 5.2 General motions:

Each motion to have a single debate, subject to the guillotine.

1.4 DISCLOSURE OF INTERESTS AND DISPENSATIONS

All members have been granted a dispensation to discuss council housing.

There were no other disclosures of interest.

1.5 MINUTES

The minutes of the ordinary and extraordinary council assembly meetings held on 20 March 2024, and the annual council assembly meeting held on 22 May 2024 were approved as a correct record.

2. ISSUES RAISED BY THE PUBLIC

2.1 PETITIONS

There were no petitions.

2.2 PUBLIC QUESTION TIME

There were none.

3. THEMED DEBATE

3.1 COMMUNITY EVIDENCE

The meeting agreed to receive submissions from the following:

Southwark and Peckham Citizens

The representatives spoke to the meeting for four minutes.

Southwark Pensioners' Centre

The representative spoke to the meeting for four minutes.

Appleby Blue

The representative spoke to the meeting for four minutes.

Kelvin Miles and Colleagues

The representative spoke to the meeting for four minutes.

3.2 MOTION ON THE THEME

Councillor Helen Dennis, Cabinet Member for new homes and sustainable development, presented the motion in the themed debate.

Councillor Emily Tester, the opposition spokesperson, responded to the motion and proposed Amendment A.

Following debate (Councillors Esme Hickson, Barrie Hargrove, Victor Chamberlain, Suzanne Abachor, David Watson, Leo Pollak, Richard Livingstone and Joseph Vambe) Councillor Helen Dennis responded to the debate.

Amendment A was put to the vote and declared to be Lost.

The motion was put to the vote and declared to be Carried.

RESOLVED:**Renewing our borough: a strategy for building the homes and infrastructure we need**

1. Council Assembly believes that:
 - a. Everyone should be able to afford somewhere they can call home. And that delivering new, high quality social rent, including council homes, and other genuinely affordable homes, should be central to this Council's ambitions and plans;
 - b. That transport and community infrastructure is essential in order to support existing and new residents in our borough, and to help us achieve wider priorities such as tackling the climate emergency, reducing inequality, and creating decent jobs;
 - c. The Council should use every tool available in order to secure delivery of new homes and the infrastructure that residents need;
 - d. The Council will need to work with a wide range of partners in different ways, from voluntary and community groups, public organisations, and developers, in

order to further increase the social and affordable housebuilding and infrastructure we need in Southwark.

2. Council Assembly notes that:

- a. Under Conservative and Liberal Democrat governments we have had 14 years of under-investment in housing and infrastructure, and policies such as the Benefit Cap which have driven an increase in homelessness and numbers on the council's housing waiting list;
- b. That under the Conservatives, the UK has experienced the lowest levels of investment of any G7 country;
- c. Building genuinely affordable homes was hugely impacted by the Coalition's decision in 2010 to reduce the affordable housing grant by 60%;
- d. Housebuilding has completely collapsed across London as a result of Conservative economic mismanagement, with a 90% fall in affordable housing starts in 23/24;
- e. The Conservative government turned its back on London, failing to back the Bakerloo Line Extension, and failing to invest properly in the nation's capital despite some of the highest levels of deprivation;
- f. The Labour Party has a plan to get Britain building again with 1.5 million new homes and will build more high-quality, well-designed, and sustainable homes along with the infrastructure our communities need.

3. Council Assembly also notes:

- a. That the Labour administration has a plan for delivering genuinely affordable new homes in Southwark. That in 2023-24, 550 social rent homes were completed in Southwark, the highest number in London, and that last year we granted planning permission for a further 794 social rent homes in Southwark;
- b. That the Old Kent Road opportunity area in particular is delivering new homes at a pace, achieving over 50% affordable homes on sites which are completed or on site to date;
- c. That Southwark is building more council homes than any other council in the country, with 3,000 new council homes either completed or currently on site;
- d. That our Estate Renewal programmes on the Aylesbury, Tustin and Ledbury Estates are driven by the need for good quality homes for our residents which are sustainable and fit for the future. And that the First Development Site on the Aylesbury Estate is delivering 581 new council homes for local residents;
- e. That whilst the economic recession has affected our ability to deliver new council homes over the last year, the Labour administration has a viable plan to start bringing forward new homes on additional sites, whilst prioritising

investment from our Housing Revenue Account (HRA) into existing stock;

- f. That the Labour administration also has plans to bring forward Keyworker Homes, dedicated homes for older residents, a new nursing home, to expand Housing First, and to facilitate the delivery of Community Land Trusts in Southwark.
4. In addition, Council Assembly notes:
- a. That this Labour administration is among other things delivering:
 - i. Over £70m of investment via Strategic Community Infrastructure Levy (SCIL) into the Elephant & Castle tube upgrade;
 - ii. Additional investment via SCIL into wider station improvements, including at Elephant & Castle Overground Station and Peckham Rye;
 - iii. Significant investment into preparatory work for the Bakerloo Line Extension, and spearheading the Back the Bakerloo campaign with other London Councils;
 - iv. Investment in improvements to our streets including more cycle storage and new pedestrian crossings via our Streets for People strategy;
 - v. A new leisure centre at Canada Water, whilst also opening up Greenland Dock for supervised swimming this summer;
 - vi. New libraries across Southwark including the new Una Marson library on the Aylesbury Estate;
 - vii. Plans for new integrated Health Hubs across the borough including on the Aylesbury, at Canada Water and at Elephant & Castle;
 - viii. A refurbished Walworth Town Hall, following the devastating fire in 2013 with new workspace and community space;
 - ix. Plans for a new LGBTQ+ Cultural Centre as part of the Native Land development at Bankside;
 - x. Innovative community partnership projects with groups like Livesey Exchange and Kingswood Arts;
 - xi. A new home for our Southwark Young Advisers coming soon at 231 Old Kent Road;
 - xii. A new home for the Southwark Pensioners' Centre, supported through SCIL;
 - xiii. The extension of SELCHP to reduce our carbon emissions and connect more homes and organisations to this low-carbon source of heating and hot water;

- xiv. Improved, and new, parks through development, such as the Bramcote Park project and 12 acres of new open space at Canada Water.
- b. That this Labour administration set up the Southwark Land Commission, the first of its kind in London, to look at how we could free up more public land for public good.
- c. That through development in Southwark, we have not only secured tens of millions of pounds in investment through Community Infrastructure Levy but have also benefited from additional council tax and business rates receipts which support our General Fund and keep our frontline services going.

5. Council Assembly therefore resolves to support the council in:

- a. Bringing forward the next phase of its New Homes Programme, including the delivery of new council homes, keyworker homes, a new nursing home, and backing local people to build genuinely affordable homes via a Community Land Trust pilot scheme;
- b. Continuing to maximise the delivery of social rent homes through development in accordance with planning policy and always pushing developers to go further;
- c. Responding to what residents say they need and setting out further plans for capital investment in the borough; and to support its bids to other funders such as TfL and the department for transport (DfT);
- d. Campaigning for the Bakerloo Line Extension, and in discussions with the Mayor of London about implementing the 'Bakerloop' bus;
- e. Responding to the Southwark Land Commission including through the establishment of a Southwark Land Partnership, development of 'affordable workspace hubs', and identification of 'pilot sites' to test new models of community participation;
- f. Setting out the process this autumn for a further round of local CIL allocations, whilst preparing the way for a new framework designed to maximise impact and reduce inequality;
- g. Working with the new government to ensure that policies are fit for purpose and that the sustainable Future of Council Housing is especially high on its agenda.

4. DEPUTATIONS

As part of the programme motion the meeting agreed to hear deputations from:

Leaseholders in the North Peckham Estate

The group's representatives spoke to the meeting for four minutes and thereafter asked a question of the cabinet member for council homes.

Jenifer Milner, on behalf of shop owners in SE5

The group's representatives spoke to the meeting for four minutes and thereafter asked a question of the cabinet member for climate emergency, jobs and business.

Zoe Abrams and Peckham residents

The group's representatives spoke to the meeting for four minutes and thereafter asked a question of the cabinet member for new homes and sustainable development.

5. ISSUES RAISED BY MEMBERS

5.1 MEMBERS' QUESTION TIME

The leader of the opposition asked a late question. There was one supplemental question.

There were 26 members' questions, the written responses to which were circulated before the meeting. There were 16 supplemental questions.

5.2 MEMBERS' MOTIONS

Motion 1: Declaring a Housing Emergency

This motion was considered prior to the guillotine having fallen.

Councillor Victor Chamberlain moved the motion. Councillor Irina Von Wiese seconded the motion.

There was one amendment to the motion. Councillor Esme Hicks moved Amendment B. Councillor Sam Dalton seconded Amendment B. After debate (Councillors Ian Wingfield, Sarah King, Graham Neale, Gavin Edwards), Councillor Victor Chamberlain responded to the debate.

Amendment B was put to the vote and declared to be lost.

The substantive motion was put to the vote and declared to be carried.

Note: This motion will be referred as a recommendation to the cabinet for consideration.

1. Council Assembly notes:
 - a. Everyone should have a home they can afford, where they feel comfortable

and safe. This is an essential foundation for a good life. Yet across our country we face a housing emergency, with over a quarter of a million people homeless, and one and a half million more living in overcrowded homes. In London alone, 1 in 23 children are living in temporary accommodation, more than one in every classroom.

- b. This national emergency is one of the greatest challenges for our community. In Southwark, there are now 3,920 households in our borough living in temporary accommodation, many more living in overcrowded homes and over 17,000 households on our council housing waiting list. This emergency is not new and has been clear to the people of Southwark for well over a decade.

2. Council Assembly further notes:

- a. This crisis is not inevitable. The last Labour government halved homelessness (reducing the number of households living in temporary accommodation from 101,300 to 50,400) and reduced rough sleeping by two thirds, whilst also doubling the proportion of social homes that met the decent homes standard.
- b. In contrast, under the last fourteen years of Conservative and Liberal Democrat governments, street homelessness has risen by 169% and the number of households living in temporary accommodation is up 260%. With policies imposed by the Conservative and Liberal Democrat parties in government deepening the crisis including their Bedroom Tax; changing the national definition of an affordable home to include homes at rents that are unaffordable to people on even average incomes; reducing the Affordable Housing Grant by 60 per cent in 2010; increasing the Right to Buy Discount so thousands more council homes have been lost; capping benefits for housing costs at rates below the cost of even the cheapest private rented homes in our borough; and rolling out Help to Buy which has pushed house prices up even higher and benefited big developers most. Furthermore, in 2022 under Liz Truss the Conservative Party's mini budget crashed the economy, sending mortgages and private rents spiralling, and causing house building across our country to grind to a halt.

3. Council Assembly further notes:

- a. That for over a decade our borough has been leading the way in tackling the housing emergency, and that this has been the first priority of the council since 2010.
- b. Southwark Council is the largest builder of new council homes in the country with over 3,000 built or on site being built which is more than at any time since the 1970s. Southwark has:
 - i. secured more social rent homes than any other borough through the planning system since 2016.
 - ii. led the way in tackling rough sleeping, with over 130 people supported into long term homes.
 - iii. been a national trailblazer for homelessness prevention.
 - iv. some of the most robust affordable housing planning polices in the

country, with over a third of homes given planning permission since 2020 being affordable ones and over a quarter being social rent.

- c. And Southwark is delivering the equivalent of a new town on the Old Kent Road, with half the homes given planning consent being affordable ones.
4. Council Assembly further notes and welcomes:
- a. The publication of the interim report produced by England's 20 largest council landlords focused on five solutions for the new Government to secure the future of England's council housing.
 - b. Led by Southwark Council, the cross-party group of council landlords warns that England's council housing system is broken and its future in danger. The interim report finds that the current financial model and erratic national policy changes under recent Conservative and Liberal Democrat governments have squeezed councils' budgets and sent costs soaring.
 - c. That unless action is taken nationally, council landlords across the country with struggle to maintain their existing homes to the standards that our residents deserve let alone build the new council homes our communities need.
 - d. The recommendations in the report include urgent action to restore lost income and unlock the capacity of councils to work with the Labour Government to deliver its commitments for new council homes across the country.
 - e. The five solutions set out detailed and practical recommendations to the new government:
 - A new fair and sustainable HRA model – including an urgent £644 million one-off rescue injection, and long-term, certain rent and debt agreements
 - Reforms to unsustainable Right to Buy policies
 - Removing red tape on existing funding
 - A new, long-term Green & Decent Homes Programme
 - Urgent action to restart stalled building projects, avoiding the loss of construction sector capacity and a market downturn.
5. Council Assembly also welcomes:
- a. A new Labour Government which, unlike governments over the last fourteen years, has put tackling the housing crisis centre stage, including commitments to deliver 1.5 million new homes, deliver the biggest increase in social and affordable housing in a generation, review the use of low quality Green Belt, strengthen planning obligations to ensure new developments provide more affordable homes, prioritise the building of new social rented homes and review the increased right-to-buy discounts and increase protections on newly-built social housing
 - b. That within a week of the general election, the Labour Government has already taken action including announcing the restoration of mandatory housing

targets, the reform of the National Planning Policy Framework and established a new taskforce to accelerate stalled housing sites, all to deliver much needed new homes.

6. Council Assembly resolves:

- a. To support the new Labour Government in its ambitious plans to deliver much needed new homes, whilst always ensuring these are truly affordable for our residents.
- b. To work with the Government's newly established taskforce and the Mayor of London to unlock and increase the pace of delivery of new council, social rent and intermediate homes across the borough.
- c. To ask Cabinet to bring forward and agree plans to:
 - i. Deliver the next phase of new council homes in Southwark, going beyond the 3,000 already completed or on site
 - ii. Deliver affordable key worker homes for nurses, social workers, teachers and other essential workers in our borough
 - iii. Establish community land trusts in Southwark, providing affordable homes to buy in perpetuity for people on lower incomes
 - iv. Continue to deliver more homes through the planning system, including more social rent and affordable homes
 - v. Invest over £200 million over the next two years in improving the quality of council homes in our borough
 - vi. Continue to improve the council's repairs service, building on the progress over the last few years, working with the council's resident led repairs improvement board
 - vii. Upgrade the councils heat networks so they are more reliable, affordable and sustainable, including expanding SELCHP to serve more council estates
 - viii. Reduce rough sleeping in our borough
 - ix. Further enhance the council's already strong affordable housing policies with thorough new Supplementary Planning guidance on affordable housing
 - x. Work with partners in the borough including TfL, the NHS and faith organisations to identify land partnerships that can deliver more affordable homes
 - xi. Enhance support for council tenants wishing to down size and free up a large home for a family in need.
 - xii. Continue to extend the licencing of private rented homes in Southwark and take robust action against rogue landlords.
- d. To continue to work in collaboration and on a cross party basis with the largest council landlords in England to make the case to Government for the reforms which will make our council homes safe, healthy, modern and sustainable and allow Southwark Council to deliver the thousands more council homes our borough needs.

At this point, it was moved, seconded and agreed to delay the guillotine for ten minutes.

Motion 2: Debate not Hate

This motion was considered prior to the guillotine having fallen.

Councillor Catherine Rose moved the motion. Councillor Jason Ochere seconded the motion.

After debate (Councillor Irina von Wiese), the substantive motion was put to the vote and declared to be carried.

Note: This motion will be referred as a recommendation to the cabinet for consideration.

1. Southwark council notes that:
 - a. The intimidation and abuse of councillors, in person or otherwise, undermines democracy; preventing elected members from representing the communities they serve, deterring individuals from standing for election, and undermining public life in democratic processes.
 - b. This council notes that increasing levels of toxicity in public and political discourse is having a detrimental impact on local democracy and that prevention, support and responses to abuse and intimidation of local politicians must improve to ensure councillors feel safe and able to continue representing their residents.
2. Southwark council therefore commits to:
 - a. Challenging the normalisation of abuse against councillors and officers and uphold exemplary standards of public and political debate in all it does.
 - b. Signing up to the LGA's Debate Not Hate campaign. The campaign aims to raise public awareness of the role of councillors in local communities, encourage healthy debate and improve the response to and support those in public life facing abuse and intimidation.
3. Southwark council further commits to:
 - a. Writing to the local Members of Parliament to ask them to support the campaign.
 - b. Write to the Government to ask them to work with the LGA to develop and implement a plan to address abuse and intimidation of all politicians including councillors.
 - c. Ensuring the council has a clear reporting mechanism, which councillors can use to monitor and record incidents of harassment and abuse of councillors and officers.

- d. Regularly review the support available to councillors in relation to abuse and intimidation and councillor safety.
- e. Work with the local police to ensure there is a clear and joined-up mechanism for reporting threats and other concerns about the safety of councillors and their families and discuss the need to take a preventative approach that accounts for the specific risks that councillors face, as they do with other high-risk individuals, like MPs
- f. Take a zero-tolerance approach to abuse of councillors and officers.

Motion 3: Ending the Lower Road chaos

This motion was considered after the guillotine had fallen.

There was one amendment to the motion.

Amendment C was put to the vote and declared to be carried.

The substantive motion as amended was put to the vote and declared to be carried.

Note: This motion will be referred as a recommendation to the cabinet for consideration.

1. Council Assembly notes:

- a. That improving active travel infrastructure in Southwark is essential for combatting the climate emergency and increasing healthy transport options, with segregated cycle lanes being a key part of promoting safe cycling in our borough, helping to reduce our emissions, encourage a healthy and active population, and improve air quality
- b. That Rotherhithe has the most constrained road network in the borough: boxed in by the river and with lots of traffic going through to use the tunnel
- c. There is a huge amount of development ongoing in the Rotherhithe area which is adding stress to the road network: the Canada water master plan, the reversion of the bus station, and works on the Blackwall tunnel
- d. When the Lower Road cycle lane opened, residents, businesses, the local Labour MP and the Rotherhithe Labour councillors raised a number of issues, including regarding safety
- e. That a public meeting was convened where the council and Transport for London listened to these concerns, and put forward a number of mitigating measures including re-marking all parking and loading restriction road markings, amending the phasing of the traffic lights to give as much “green time” to Lower Road southbound traffic as feasible, and painting the cycle track

blue to provide a visual cue to all road users to improve safety

- f. That the council has further committed to a subsequent meeting in the autumn to assess the impact of these measures and to consider further ones as necessary.
2. Council Assembly resolves that:
 - a. The Cabinet Member for Clean Air, Streets and Waste should continue to work closely with local Labour councillors in Rotherhithe, the local Labour Member of Parliament, local residents, businesses, alongside council officers and representatives from TfL to monitor the situation and find further solutions as necessary
 - b. The Cabinet Member for Clean Air, Streets and Waste should restate the invitation for local Liberal Democrat councillors to put forward their ideas to this collaborative process.

6. OTHER REPORTS

6.1 PROPOSED AMENDMENTS TO THE CONSTITUTION: HUMAN RESOURCES

The recommendations were put to the vote and declared Carried.

RESOLVED:

That Council Assembly:

1. Agreed the proposed amendments to the constitution outlined in Appendix A of the report
2. Authorises the Proper Constitutional Officer to make all associated consequential changes to the constitution.

6.2 PAY POLICY STATEMENT 2024-25

The recommendations were put to the vote and declared Carried.

RESOLVED:

1. That Council Assembly agreed the annual pay policy statement at Appendix A of the report.

6.3 TREASURY MANAGEMENT - OUTTURN 2023-24

After debate (Councillor Stephanie Cryan) the recommendations were put to the vote and declared Carried.

RESOLVED:

1. That Council Assembly noted the 2023-24 treasury management annual outturn report and in particular;
 - the update on the Economic Background.
 - that all treasury management activity was undertaken in compliance with the 2023-24 approved treasury management strategy and the council's prudential indicators for 2023-24, attached at appendix A of the report.
 - that the balance outstanding on all external debt as at 31 March 2024 was £1,085m.
 - that the balance on investments as at 31 March 2024 stood at £63m.

7. AMENDMENTS

The amendments are set out in supplemental agenda no. 1.

The meeting closed at 10.15 pm.

CHAIR:

DATED:

Meeting Name:	Council Assembly
Date:	20 November 2024
Report title:	Motion on the Theme: The climate emergency in Southwark: a fair transition to net zero
Ward(s) or groups affected:	All
Classification:	Open
Reason for lateness (if applicable):	Not applicable
From:	Proper Constitutional Officer

BACKGROUND INFORMATION

The theme for this meeting is “The climate emergency in Southwark: a fair transition to net zero.”

The relevant cabinet member shall submit a motion on the theme. All other political groups on the council are allowed to submit one amendment to the motion. The cabinet member’s motion and the amendments do not need to be seconded. The cabinet member will present the motion to the meeting, followed by the lead opposition spokesperson’s response and moving of their amendment, if any. Following this, the subject matter of the theme will be open to debate. Amendment(s) from other opposition groups on the council can be moved during this part of the meeting.

Motion from Cllr John Batteson, Cabinet Member for Climate Emergency, Jobs and Business

The climate emergency in Southwark: a fair transition to net zero

1. Council Assembly Notes:
 - a. That the climate emergency requires continued action to keep global warming below 1.5 degrees and that the UK, along with other wealthier nations, holds greater responsibility for reducing emissions given larger current and historic contributions.
 - b. The UK’s legally binding target to reduce emissions by 78% by 2035 compared to 1990 levels, and to be Net Zero by 2050.
 - c. Southwark Council’s declaration of a climate emergency in 2019 and our ambitious target of being carbon neutral by 2030.

- d. That as an urban borough bordering the Thames, Southwark is particularly vulnerable to the effects of climate change such as flooding, and that hotter summers in an urban environment will greatly impact our vulnerable residents.
 - e. The need for the transition to net zero to be fair to all residents and businesses and the importance of a collective effort from central government, local government, community groups, voluntary organisations and the private sector to work together to meet this goal.
2. Council Assembly welcomes:
- a. The new government's commitment to tackling the climate emergency.
 - b. The establishment of Great British Energy and a change in policy allowing new onshore windfarms to clean our energy supply along with further commitments in the government's mission to make Britain a clean energy superpower, including a new warm homes plan.
 - c. The new government's commitment to work with businesses and investors to ensure we have a fair and just transition to net zero.
3. Council Assembly further notes:
- a. That despite a lack of leadership and funding from the previous government, Southwark Council and the local community have brought forward action to tackle the climate emergency.
 - b. The council has seen year on year emission reductions since launching our Climate Action Plan in 2021.
 - c. That £25m in the Climate Capital Fund has now been fully assigned to specific projects or project areas which will be delivered over the next 12 months.
 - d. That buildings account for 79% of emissions in the borough and the council has made great progress in reducing these emissions by:
 - i. Remaining on track to halve emissions in council-operated buildings by 2026.
 - ii. Moving over 2,000 council homes onto clean, water-source heat pumps on the Consort, Newington, and Wyndham estates.
 - iii. Launching the Schools Climate Action Guide to help schools reach net zero.

- iv. Adopting ambitious planning policies which go further than the London Plan and require new developments in Southwark to achieve higher green standards and more operational carbon reductions.
 - v. Encouraging private sector competition in the north of the borough for building low-carbon office space.
 - vi. Introducing a green buildings fund, using developer contributions to subsidise the decarbonization of buildings in the borough.
- e. That transport contributes significant carbon and other toxic emissions which Southwark has made progress on by:
- i. Reducing the need to own a car through the streets through the Streets for People campaign, which also includes cleaning air by reducing traffic around schools and in Low Traffic Neighbourhoods.
 - ii. Encouraging uptake of active travel, particularly in cycling with £2.5m committed to install 3,000 new cycle hangars, and the opening of new cycle routes.
 - iii. Making it easier for people to walk and wheel in Southwark, with a target of 87% of journeys being made by walking, cycling or wheeling by 2030.
 - iv. Campaigning for an extension of the Bakerloo Line and improving all forms of public transport.
 - v. Where driving remains a necessity, encouraging the uptake of EV cars by rolling out over a 1,000 new EV charging points by 2026.
- f. That the natural environment needs to be preserved and expanded in order to combat the climate emergency, which Southwark is achieving by:
- i. Making Southwark the first inner London borough to have over 100,000 trees on council land, providing greater shade for residents and cooling the borough during hot weather, with 13,000 trees planted since 2022.
 - ii. Having some of the best parks in London, with 30 parks maintaining their green flag status.
 - iii. Rolling out the Biodiversity Fund, which will provide £500,000-worth of grants to projects which will increase biodiversity and resilience to climate change.

- iv. Establishing a new park in Canada Water as part of the area's development, designed in consultation with residents and creating new green space in the north of the borough.
- g. That for the climate emergency to be tackled, the economy must be cleaner and greener, and that the council is leading the way in this area by:
 - i. Launching the Southwark Green Finance Initiative, with £1m raised for green projects in the borough in round one, and the second round currently open.
 - ii. Creating 1,817 green jobs since 2022 and on track to surpass our target of 2,000 by 2026.
 - iii. Establishing a Green Skills Hub at London South Bank University, so local residents can enter rewarding careers in the green sector.
 - iv. Focusing the Southwark Construction Skills Centre on developing skills for retrofitting homes and buildings, ensuring the workforce has the capacity to decarbonise the borough.
 - v. Increasing recycling rates across the borough and rolling out food waste recycling on estates.
 - vi. Cutting the council's own emissions, including reducing the carbon footprint of the pension fund by 83%.
- h. The renewable and sustainable energy are essential for the borough's future, which is being addressed by:
 - i. The Southwark Community Energy Fund, providing £400,000 to 22 projects schools and faith groups to make green improvements to their buildings and make them more efficient.
 - ii. Exploring renewable energy options within the LASER Energy contract including a potential Green Power Purchase Agreement with other councils.
 - iii. Improving infrastructure across the borough to more efficient systems, such as upgrading all of our streetlights to LEDs by 2026.
- 4. Council Assembly recognises, celebrates and thanks:
 - a. The commitment of the community, residents and organisations to reducing emissions in Southwark, including the Community Stakeholder Panel, Citizens' Jury on Climate Change, Southwark Climate Action Schools, Southwark Climate Collective, the Southwark Biodiversity Partnership and others who have played their

part in tackling the climate emergency.

- b. Participants in Southwark's annual Climate Day, with residents and organisations showcasing their fantastic work to combat the climate emergency in Southwark and over 350 people who live, work and spend time in the borough coming together to learn how they can play their part.
5. Council Assembly therefore resolves to call upon Cabinet to:
- a. Continue its nationally leading campaign on *Securing the Future of Council Housing*, working with the new Labour government and Southwark's coalition of over 100 councils to establish a new 'Green and Decent Homes Programme' for councils and housing associations to decarbonise our country's social homes.
 - b. Help establish 'Retrofit London' – a hub of retrofit expertise to help decarbonise the city.
 - c. Update the hugely successful climate strategy and climate action plan, utilising the opportunity of working with a new government to ensure the council has a big an impact as possible in helping the country reach net zero.
 - d. Bring forward its early climate review of the Southwark Plan in 2025 to ensure that policies on energy and sustainability represent current best practice.
 - e. Continue its work on Streets for People, bringing forward an ambitious new action plan.
 - f. Bring forward a new plan for enhancing and expanding green spaces across the borough.
 - g. Ensure that the climate emergency plays a central role in Southwark 2030, applying to each goal and seeking opportunities to make even greater progress toward net zero.
 - h. Continue to campaign for the upgrade and extension of the Bakerloo line, which would take 20,800 cars off our roads every day.
 - i. Continue and strengthen the council's partnerships with neighbouring boroughs, Greater London Authority, the Local Government Association and the new government in order to ensure Southwark has the resources it needs to be a net zero borough.
 - j. Work with and support residents, organisations and businesses toward a collective goal of a fair transition to net zero.

BACKGROUND DOCUMENTS

Background Papers	Held At	Contact
Cabinet members Motion	Constitutional Team 160 Tooley Street London SE1 2QH	Constitutional Team Constitutional.Team@southwark.gov.uk

AUDIT TRAIL

Lead Officer	Chidilim Agada, Head of Constitutional Services
Report Author	Virginia Wynn-Jones, Principal Constitutional Officer
Version	Final
Dated	1 November 2024

Meeting Name:	Council Assembly
Date:	20 November 2024
Report title:	Members' Question Time
Ward(s) or groups affected:	All
Classification:	Open
Reason for lateness (if applicable):	Not applicable
From:	Proper Constitutional Officer

BACKGROUND INFORMATION

Members' question time shall not exceed 30 minutes. During this time, members may not question any one cabinet member or committee chair for longer than fifteen minutes. Members are limited to one question at each meeting.

Questions to the leader will be taken first, followed by questions to other cabinet members. The order in which the different political groups ask questions of the leader will be rotated. Questions to cabinet members will also be rotated by group.

Cabinet members and committee chairs have discretion to refer a question to another cabinet member.

Responses to members' questions will be circulated on the evening of the meeting.

The Mayor will ask the member asking the question if they wish to ask one supplemental question to the member to whom the question was asked. The supplemental question must arise directly out of the original question or the reply. Therefore, supplemental questions to the leader or other cabinet members are not free ranging.

No question shall be asked on a matter concerning a planning or licensing application.

Notes:

1. The procedures on members' questions are set out in council assembly procedure rule 2.9 in the Southwark Constitution.
2. In accordance with council assembly procedure rule 2.9 (13) (prioritisation and rotation by the political groups) the order in which questions to the leader appear in this report may not necessarily be the order in which they are considered at the meeting.

1. QUESTION TO THE LEADER OF THE COUNCIL FROM COUNCILLOR VICTOR CHAMBERLAIN

The administration may be aware of a petition that has, at the time of submission of this question, gathered hundreds of signatures calling for leaseholder bills to be itemised by default. Will the Leader commit to improving communication with leaseholders by issuing fully itemised bills for leaseholders by default?

2. QUESTION TO THE LEADER OF THE COUNCIL FROM COUNCILLOR ESME HICKS

What are the most significant benefits of the new Labour government's first budget for Southwark?

3. QUESTION TO THE LEADER OF THE COUNCIL FROM COUNCILLOR IRINA VON WIESE

The recent controversy surrounding the Council's repair works procurement raises questions about outsourcing more generally. The Trade Unions have raised significant concern about the Council's attitude towards its own workforce. Will the Leader commit to developing a workforce strategy, including apprenticeships, to grow a high skilled, directly employed workforce to give residents confidence in the housing and repairs service?

4. QUESTION TO THE LEADER OF THE COUNCIL FROM COUNCILLOR MOHAMED DEEN

What is the council doing to make the case for council homes as an essential part of the government's efforts to build 1.5m homes?

5. QUESTION TO THE LEADER OF THE COUNCIL FROM COUNCILLOR HAMISH MCCALLUM

The Renters Reform Bill, when passed, will introduce significant additional duties for the council to take enforcement action and administer regulation that will come in. What work has taken place to date to prepare the council for these responsibilities, and can the Leader assure us that the council is already fulfilling all existing responsibilities?

6. QUESTION TO THE LEADER OF THE COUNCIL FROM COUNCILLOR KATH WHITTAM

Next week is White Ribbon Day, which marks the start of the UN's 16 days of activism against Gender-Based Violence. Can the Leader tell us what activity is planned in Southwark?

7. QUESTION TO THE LEADER OF THE COUNCIL FROM COUNCILLOR GRAHAM NEALE

The site of a former nursery has been empty in Tadworth House for many years, and residents are wondering when it can be put to productive use. Can the Leader confirm how long this site has been empty, and if there are any plans to use the site for either commercial or community purposes?

8. QUESTION TO THE LEADER OF THE COUNCIL FROM COUNCILLOR REGGIE POPOOLA

Streets for People has been a cornerstone of the Labour administration. What are the sorts of benefits the scheme has delivered for residents across Southwark to date?

9. QUESTION TO THE LEADER OF THE COUNCIL FROM COUNCILLOR EMILY TESTER

Last year we asked about how the tunnels under the railway running through Bermondsey could be improved from their current dingy state - and no clear improvement has happened since. Will the Leader consider convening a taskforce of the Archway Co, National Rail, TfL, ward councillors and council officers to consider how improvements like street lights, more regular cleaning schedules, and public art can make these spaces cleaner and more pleasant to walk through, especially at night?

10. QUESTION TO THE LEADER OF THE COUNCIL FROM COUNCILLOR SAM DALTON

Could the Leader provide an update on the steps being taken to ensure council homes at Maltby Street and Fendall Street will be completed?

11. QUESTION TO THE LEADER OF THE COUNCIL FROM COUNCILLOR MARIA LINFORTH-HALL

The situation in the Blackfriars Road area in relation to anti-social behaviour (ASB) and crime is reaching crisis point. It's clear that the current systems and approach are failing, and residents feel abandoned by the authorities. Is the council aware of the scale of the issue here, and what steps is the council taking to ensure that a full, multi-agency approach can fully tackle the issues at hand, in both a reactive and preventative fashions?

12. QUESTION TO THE LEADER OF THE COUNCIL FROM COUNCILLOR SUNIL CHOPRA

This month we celebrated Living Wage Week. What has the council done to encourage more companies to become living wage employers?

13. QUESTION TO THE LEADER OF THE COUNCIL FROM COUNCILLOR DARREN MERRILL

Can the Leader update me on what work has taken place to restore Walworth Town Hall following the devastating fire in 2013?

14. QUESTION TO THE LEADER OF THE COUNCIL FROM COUNCILLOR RICHARD LIVINGSTONE

What are the next steps for the implementation of the Old Kent Road Area Action Plan?

15. QUESTION TO THE CABINET MEMBER FOR COUNCIL HOMES FROM COUNCILLOR DAVID WATSON

District heating has become an increasingly fraught issue in Southwark, with leaseholders facing extortionate charges for systems that have been left to crumble. The council will be aware of new regulations for district heating systems coming down the track, which may add additional technical and financial complications to the issue. How does the council intend on meeting those challenges, and what preparations have been undertaken to that end?

16. QUESTION TO THE CABINET MEMBER FOR CLEAN AIR, STREETS AND WASTE FROM COUNCILLOR ADAM HOOD

It's now been a year since we first raised the traffic issues around Lower Road. Can the Cabinet Member update us on progress made in resolving the issues, specifically around options such as parking and reversing the flow of Cope Street?

17. QUESTION TO THE DEPUTY LEADER AND CABINET MEMBER FOR CHILDREN, EDUCATION AND REFUGEES FROM COUNCILLOR CLEO SOANES

Southwark recently celebrated achieving Borough of Sanctuary status and became the first Library and Heritage service in London to be awarded Library of Sanctuary status. Can the Cabinet Member update us about the recent celebration event?

18. QUESTION TO THE CABINET MEMBER FOR EQUALITIES, DEMOCRACY AND FINANCE FROM COUNCILLOR GAVIN EDWARDS

Can the Cabinet Member tell me what is being done this year to ensure older people on low incomes apply for pension credit and get the support they deserve?

19. QUESTION TO THE CABINET MEMBER FOR CLEAN AIR, STREETS AND WASTE FROM COUNCILLOR CHARLIE SMITH

Can the Cabinet Member tell me what work is being done to enforce our No Idling policy, especially around schools and nurseries?

20. QUESTION TO THE CABINET MEMBER FOR COUNCIL HOMES FROM COUNCILLOR RACHEL BENTLEY

On council owned properties, scaffolding is often left up for long periods of time when no work appears to be taking place. This leaves residents feeling

unsafe due to the potential security risks these structures pose, as well as blocking natural light to windows. This can have a detrimental effect on wellbeing as well as force residents to turn on lights increasing their electricity bills.

Many residents also express concern about the charges levied by scaffolding companies and fear these are being passed onto leaseholders unfairly. How much did the council spend on scaffolding costs in the last year, and to what extent does the council scrutinise these costs to ensure that both the council and leaseholders are getting value for money?

21. QUESTION TO THE CABINET MEMBER FOR CLEAN AIR, STREETS AND WASTE FROM COUNCILLOR JANE SALMON

Surrey Docks farm is a vital community hub and resource, and one of very few urban farms in London. Like many community-oriented organisations, it is under significant strain financially. Whilst they accept that the new Car Parking Zone is there to stay, the cost of parking permits remains as a challenge for the ongoing viability of the farm. Will the council consider issuing free parking permits for workers and volunteers at the farm, especially at this time of financial pressure?

22. QUESTION TO THE CABINET MEMBER FOR HEALTH AND WELLBEING FROM COUNCILLOR SABINA EMMANUEL

Can the Cabinet Member update on the launch of the Southwark Maternity Commission's report in September 2024?

23. QUESTION TO THE CABINET MEMBER FOR NEW HOMES AND SUSTAINABLE DEVELOPMENT FROM COUNCILLOR SANDRA RHULE

How can interested parties contribute to new draft homelessness and rough sleeping strategy?

24. QUESTION TO THE DEPUTY LEADER AND CABINET MEMBER FOR CHILDREN, EDUCATION AND REFUGEES FROM COUNCILLOR LAURA JOHNSON

The Council has committed to ensuring more children in care or care leavers live in or near to the borough. What work is the council doing to reduce the placement distance of children from the borough?

25. QUESTION TO THE CABINET MEMBER FOR COMMUNITY SAFETY AND NEIGHBOURHOODS FROM COUNCILLOR NICK JOHNSON

Can the Cabinet Member provide a breakdown of how many community wardens have been in place over the last 5 years, and outline plans for how this service will be either maintained or bolstered in coming years?

26. QUESTION TO THE CABINET MEMBER FOR CLIMATE EMERGENCY, JOBS AND BUSINESS FROM COUNCILLOR DAVID PARTON

The news that a way forward has been found for the Peckham Levels complex is welcome. What work has been done by the Council and our partners to support businesses in the transition to new management?

27. QUESTION TO THE CABINET MEMBER FOR STREETS, CLEAN AIR AND WASTE FROM COUNCILLOR RICHARD LEEMING

What work is the council doing to reduce food waste and increase recycling?

Meeting Name:	Council Assembly
Date:	20 November 2024
Report title:	Members' Motions
Ward(s) or groups affected:	All
Classification:	Open
Reason for lateness (if applicable):	Not applicable
From:	Proper Constitutional Officer

BACKGROUND INFORMATION

The councillor introducing or “moving” the motion may make a speech directed to the matter under discussion. This may not exceed five minutes¹. A second councillor will then be asked by the Mayor to “second” the motion. This may not exceed three minutes without the consent of the Mayor.

The meeting will then debate the issue and any amendments on the motion will be dealt with. At the end of the debate, the mover of the motion may make a concluding speech, known as a “right of reply”. If an amendment is carried, the mover of the amendment shall hold the right of reply to any subsequent amendments and, if no further amendments are carried, at the conclusion of the debate on the substantive motion.

The Mayor will then ask councillors to vote on the motion (and any amendments).

IMPLICATIONS OF THE CONSTITUTION

The constitution allocates responsibility for particular functions to council assembly, including approving the budget and policy framework, and allocates to the cabinet responsibility for developing and implementing the budget and policy framework and overseeing the running of council services on a day-to-day basis. Therefore, council assembly without prior reference to the cabinet cannot decide upon any matters that are reserved to the cabinet (i.e. housing, social services, regeneration, environment, education etc.) While it would be in order for council assembly to discuss an issue, consideration of any of the following should be referred to the cabinet:

- to change or develop a new or existing policy
- to instruct officers to implement new procedures
- to allocate resources.

¹ Council assembly procedure rule 1.14 (9)

Note: In accordance with council assembly procedure rule 2.10 (8) & (9) (prioritisation and rotation by the political groups) the order in which motions appear in the agenda may not necessarily be the order in which they are considered at the meeting.

1. MOTION FROM COUNCILLOR GAVIN EDWARDS (Seconded by Councillor Sam Dalton)

Supporting Older People this Winter

1. Council Assembly notes:
 - a. The difficult position that many residents – especially pensioners – find themselves in when paying bills in the winter months.
 - b. Since 2010, the impact of Conservative and Liberal Democrat cruel and misguided austerity measures have left many of our older residents having to make the real and very difficult decision as to whether to heat their homes or eat.
 - c. The new Labour Government has inherited a £22 billion black hole in the nation’s finances from the previous Government.
 - d. Since the start of the Cost of Living crisis in 2021, this Labour council has distributed financial help worth more than £53 million to Southwark residents. That support has reached more than one hundred thousand residents – with more support going to those on lowest incomes and those who are most vulnerable to the impacts of rising food and fuel costs.
 - e. That since the summer of 2022, with the support of our Consortium of Older People's Services in Southwark (COPSINS) organisations, the council ran a campaign to increase both awareness of and the take up of Pension Credit which resulted in an additional 900 pension aged households being added to the Pension Credit roll in Southwark.
 - f. That according to the most recent official statistics for February 2024, which were published in August, Southwark had the largest Pension Credit claimant count of all of the South London Boroughs, despite it having one of the smallest pension age populations.
 - g. That the Southwark Energy Savers Scheme has helped support 560 residents with advice on their fuel bills this year and has generated income maximisation of over £660,000.
2. Council Assembly therefore:

- a. Welcomes the introduction of the government's £150 Warm Home Discount for low-income households from October, the extension of the Household Support Fund of £1 billion and the maintenance of the Winter Fuel Allowance for 1.3 million households in England and Wales.
- b. Acknowledges this Labour administration's proactive response in ringfencing £380,000 of Household Support Fund for the purpose of supporting pensioners who fall just outside of Pension Credit eligibility. This will support around 1,200 pension age households not in receipt of Pension Credit, and who are on low incomes, with a one-off payment of £150. Other pensioners not in receipt of any means-tested benefits, who are struggling, at risk, or in crisis, will be supported with a £200 payment through a community referral scheme (Pensioners Referral Pathway) via our voluntary and community sector partners.
- c. Recognises and supports an additional one-off payment of £100 to residents receiving domiciliary care.
- d. Welcomes the Chancellor of the Exchequer's announcement in the Autumn Statement to an above inflation increase of 4.1% to the State Pension which gives over 12 million pensioners an additional £470 from next April.
- e. Welcomes the Pension Credit Standard minimum guarantee increase from £11,499 per year to £11,850 per year for a single pensioner.
- f. Asks Cabinet to ensure that the Pension Credit Campaign is advertised as widely as possible to encourage further take up this winter.
- g. Resolves to work with our voluntary partners to open up our warm hubs this winter, where elderly and vulnerable residents can come for a warm meal, a chat, and to receive free advice and sign-posting.
- h. Remains committed to supporting our older people and vulnerable residents as these changes take effect. The exchequer department are working closely with colleagues in Adult Services on the distribution of Cost of Living Support, including by identifying residents who are housebound or suffering from dementia or similar conditions to ensure tailored plans are in place as needed.

Note: If the motion is agreed, any proposals will be submitted to the cabinet for consideration.

2. MOTION FROM COUNCILLOR VICTOR CHAMBERLAIN (Seconded by Councillor Rachel Bentley)

Rethinking Winter Fuel Payment Cuts

1. Council Assembly notes:
 - a. the recent decision by the Labour Government to end universal winter fuel payments and restrict eligibility to only those in receipt of Pension Credits and other benefits.
 - b. Though some argue that universal Winter Fuel Payments should be means tested, the Council is deeply concerned that many pensioners on lower and middle incomes will now not receive the payments. Across England and Wales the number of people eligible for winter fuel payments will fall by 10 million (from 11.4 million to only 1.5 million).
 - c. In Southwark the number of pensioners affected by the change in eligibility criteria is 16,841. That means 69.2% of pensioners currently eligible for winter fuel payments will no longer be able to claim the payment from this winter onwards. Around 4,500 of these pensioners are over 80 years old.
 - d. According to Policy in Practice, there are around 4,400 households in Southwark who are eligible to claim Pension Credit, and thus the Winter Fuel Payment, who do not currently claim it.
 - e. That the deadline for claiming Pension Credit to be eligible for the 2024/2025 Winter Fuel Payment is fast approaching on 21 December 2024.
 - f. This means from the day of Council Assembly to the Pension Credit deadline, an average of 141 households every day must successfully complete their applications in order for every eligible pensioner to receive the support they are entitled to – no taking into account any processing delays.
 - g. Existing work the council is doing to encourage uptake of pension credit for those who are eligible, but have not claimed it.
 - h. That the Household Support Fund (HSF), which funds Southwark's Cost of Living Fund, has been extended to April 2025.
 - i. Work that other councils, including Portsmouth, Richmond Upon Thames, Dorset, and Sutton, are doing to mitigate the impact of the Labour government's decision, using the HSF.

- j. That the Energy Price Cap rose by 10% in October, which combined with the removal of Winter Fuel Payments will push thousands of local pensioners into fuel poverty.
 - k. Additional barriers to claiming pension credit – such as rules around pensioner couples (if only one is of pensionable age) and the fact that the threshold is nationwide, despite higher living costs in areas like London
 - l. Recent polling that shows 6 in 10 people think that this change is wrong
2. Council believes that:
- a. The Labour Government has set the threshold at which pensioners do not qualify for Winter Fuel Payments far too low. Only those receiving a pension of less than £218.15 a week (or £332.95 a week for couples) are eligible for pension credits. This is significantly lower than the living wage rate.
3. Council resolves to:
- b. Write to the Chancellor of the Exchequer calling for the policy on linking Winter Fuel Payments to Pension Credit receipt to be immediately reversed and introduce a new threshold to determine eligibility for Winter Fuel Payments.
 - c. Introduce a Winter Fuel Payment for Southwark pensioners which can be afforded, using at least the Cost of Living Fund, and which helps those most in need out of the pensioners who will no longer receive this payment from the Government, using the help offered by Sutton and Portsmouth councils as a benchmark
 - d. Accelerate efforts to sign up those who are eligible for pension credit to claim their Winter Fuel Payment before 21 December 2024 deadline.

Note: If the motion is agreed, any proposals will be submitted to the cabinet for consideration.

3. MOTION FROM COUNCILLOR MARGY NEWENS (Seconded by Councillor Reginald Popoola)

Right to Grow

- 1. Southwark Council notes:

- a. The Cost of Living crisis and the continued impact on Southwark residents.
 - b. Recovery from the pandemic brings a new focus on ensuring that residents have access to enough fresh food for day to day living.
 - c. The increasing need to put the health and well-being of residents at the heart of council policy.
 - d. The powerful evidence which demonstrates the link between people's health and wellbeing and the availability of fresh locally produced food.
 - e. That the cost-of-living crisis is creating real hunger, reinforcing the need for healthy fresh food at an affordable price.
 - f. That communities coming together to grow food and carry out wildlife gardening can radically reduce costs to NHS and social care budgets by reducing loneliness, improving access to nature and providing healthy food.
 - g. That there is under-used publicly owned land in the borough which could be used for community food growing and/or wildlife planting, while also improving the public realm.
2. Southwark Council agrees to, where possible, take a Right to Grow approach on council owned land which is suitable, or which could be de-paved and made suitable, or which could accommodate planters, for cultivation.
 3. As a result, Council Assembly asks Cabinet to consider:
 - a. Identifying and producing a map of council owned land suitable for community cultivation, including spaces that are currently covered by hard standing that could be de-paved and/or accommodate planters.
 - b. Exploring where land can be made available for cultivation by a simple license to community organisations at no cost, building upon the council's existing growing scheme.
 - c. Promoting the use of structurally suitable and accessible rooftops for growing.
 - d. Considering community food growing and wildlife gardening on sites awaiting development for other uses on a fixed term basis.

- e. Working with Southwark's MPs in supporting Southwark's community gardeners, the Incredible Edible campaign and national 'right to grow' campaign.
- f. Working with partners and stakeholders and encouraging anchor institutions and civil society to join it in the above endeavour.

Note: If the motion is agreed, any proposals will be submitted to the cabinet for consideration.

4. MOTION FROM COUNCILLOR GRAHAM NEALE (Seconded by Councillor Jane Salmon)

Supporting the Climate and Nature Bill

1. Council Assembly notes
 - a. This summer, the world has witnessed the highest temperatures on record, with hundreds of excess deaths attributed to heat waves estimated in London alone in 2023, which was the second warmest summer on record in the UK.
 - b. Alongside this, there is the looming danger of the cost of living crisis with around 10% of Southwark residents living in fuel poverty, and the changes to the Winter Fuel Payment putting thousands of pensioners in Southwark at risk of struggling with energy costs.
 - c. Our over-reliance on fossil fuels and the need for a transition to renewable energy has never been so clear.
 - d. Humans have already caused irreversible climate change, the impacts of which are being felt in the UK and around the world. The global temperature has already increased by 1.3°C above pre-industrial levels, and the natural world has reached crisis point, with 28% of plants and animals threatened with extinction.
 - e. A recent UN Environment report found that there is currently no credible pathway to 1.5°C in place. In tandem with this, there is a severe biodiversity crisis.
 - f. The UK is one of the most nature-depleted countries in the world. More than one in seven of our plants and animals face extinction, and more than 40% are in decline.
 - g. If we fail to halt and, crucially, reverse biodiversity loss by 2030, we increase the risk of further pandemics, rising global temperatures and loss of species. The UK needs a legally

enforceable nature target so that, by 2030, nature is visibly and measurably on the path to recovery, in line with the Global Goal for Nature.

2. Council assembly further notes
 - a. There is a Bill that was introduced into the current UK Parliament by Liberal Democrat Dr Roz Savage MP on 16 October 2024 - the Climate and Nature Bill - which, if it becomes law, would require the development of an integrated strategy to ensure that the UK's climate and environmental response is in line with the latest science.
 - b. The Bill is the only proposed legislation before the UK Parliament that ensures a comprehensive approach to the joint climate and nature emergency.
 - c. The Bill has been previously introduced by Green and Labour MPs under different parliamentary processes, but this is the first time the Bill will be given adequate parliamentary time, as this year's third 'Ballot Bill', and thus has the strongest chance of becoming law yet.
 - d. It would ensure that:
 - i. The intertwined climate and nature crises is tackled in a joined-up way;
 - ii. The Paris Agreement aim is enshrined into law to ensure that the UK does its full and fair share to limit the global temperature rise to 1.5°C;
 - iii. The UK halts and reverses biodiversity loss by 2030 to ensure that the UK's ecosystems are protected and restored;
 - iv. The UK takes responsibility for its greenhouse gas footprint, including international aviation and shipping, and by accounting for consumption emissions related to the goods and services that are imported and consumed in the UK;
 - v. The UK takes responsibility for its ecological footprint in order to better protect the health and resilience of ecosystems, including along domestic and global supply chains; and
 - vi. No-one and no community is left behind in the just transition by providing retraining for those currently working

in fossil fuel industries; and

- vii. An independent, temporary Climate and Nature Assembly is set-up, representative of the UK population, to engage with the UK Parliament and UK Government to help develop the strategy. This would be setup on broadly similar lines to the Climate Assembly 2020 which was very successful and very well received on all sides of the political divide.
 - e. 186 MPs have publicly pledged their support for the Bill in both its current and previous incarnations, including 26 London MPs.
 - f. 372 councils have passed motions in support of previous and current versions of the Bill, including Camden, Ealing, Hackney, Islington, Lewisham, Richmond upon Thames, Westminster and the London Assembly. As far as can be ascertained, Southwark would be the first council to formally endorse the Climate and Nature Bill since its latest tabling in Parliament.
3. Council Assembly further recognises:
- a. Existing work Southwark Council has embarked on to play its role in tackling the climate and nature crises since declaring a climate emergency in 2019 – but recognises that work falls short both on its own terms, but also will be in vain without the national strategy the Bill will bring into place.
 - b. It is therefore in Southwark’s interest for this bill to become law – to both achieve its own aims locally and play a part in the national and global fight against climate and ecological catastrophe.
4. Therefore, this council resolves to:
- a. Support the Climate and Nature Bill;
 - b. Inform local residents, and inform local press/media, of our motion;
 - c. Write to Southwark MPs about our motion, urging them to sign up to support the Bill, and requesting that they vote for the Bill at its second reading on 24 January 2025;
 - d. Write to Zero Hour, the organisers of the cross-party campaign for the Bill, expressing our official support (councils@zerohour.uk).

Note: If the motion is agreed, any proposals will be submitted to the cabinet for consideration.

5. MOTION FROM COUNCILLOR SAM FOSTER (Seconded by Councillor Laura Johnson)

Support Renters in Southwark

1. Council Assembly notes:
 - a. Private rents in Southwark are amongst the highest in the country increasing by 8.2% over the past year with the average rent now being £2,274 per month.
 - b. Spiralling private sector rents are one of the leading causes of homelessness in our borough and city, with 1 in 21 children in London now homeless, the equivalent of more than one in every classroom.
 - c. Some lettings agents in the borough have been engaging in unethical sales practices known as bidding wars, where they pit prospective tenants against each other, pressuring them to bid above the asking price.
 - d. We welcome the inclusion of a ban on bidding wars in the new government's Renters Rights Bill, and commend the work of ACORN, the community union, for their campaigns on this issue.
 - e. We also welcome the inclusion of proposed bans on huge above market rate rent hikes during tenancies, no fault evictions, and discriminating against tenants in receipt of benefits or with children in the new government's bill. These are changes that the council has long campaigned for alongside ACORN, Generation Rent, Shelter and many others.
 - f. We further note and welcome the council's work rolling out more protections for private renters through a selective private rented licencing scheme, which now covers the majority of Southwark
 - g. However, we recognise that more work needs to be done to address private renting affordability and quality in the borough, and that until this bill is passed, predatory letting agents will continue to increase rents as much as possible, pricing more people out of their homes.
2. Council Assembly resolves to ask Cabinet to:

- a. Support ACORN Southwark's campaign to 'Ban the Bids' in the borough, and the call for an end to letting agents and landlords asking for, encouraging, or accepting bids above the advertised price for a private rented home.
- b. Contact lettings agents in Southwark that have not pledged to stop using bidding wars practices, as highlighted in ACORN's campaign, asking them to stop.
- c. Write to the Minister for Housing and all Southwark MPs setting out the council's support for the Renters Rights Bill.
- d. Extend the council's successful selective private rented licencing scheme to cover the whole borough.
- e. Review the council's support for private renters to ensure it is easy to access and effective and that the council is ready to start using the new powers in the Renters Rights Bill for local authorities to enforce higher standards in the private rented sector as soon they are enacted.

Note: If the motion is agreed, any proposals will be submitted to the cabinet for consideration.

BACKGROUND DOCUMENTS

Background Papers	Held At	Contact
Member Motions	Constitutional Team 160 Tooley Street London SE1 2QH	Constitutional Team Constitutional.Team@southwark.gov.uk

AUDIT TRAIL

Lead Officer	Chidilim Agada, Head of Constitutional Services
Report Author	Virginia Wynn-Jones, Principal Constitutional Officer
Version	Final
Dated	1 November 2024

Meeting Name:	Council Assembly
Date:	20 November 2024
Report title:	Creating Good Lives Together: Southwark 2030 strategy
Ward(s) or groups affected:	All
Classification:	Open
Reason for lateness (if applicable):	Not applicable
From:	Rhona Cadenhead – Interim Assistant Chief Executive for Strategy & Communities

RECOMMENDATION

1. That Council Assembly approves the Southwark 2030 strategy (Appendix 1).

BACKGROUND INFORMATION

2. Southwark 2030 is an ambitious placed-based strategy that sets out our partnership vision for a fair, green, and safe Southwark where everyone can live a good life as part of a strong community. It is our plan for the borough, written jointly with the community and built on the views of people who live, work, study, and visit Southwark, and what residents told us they want Southwark to be and feel like in 2030. It will guide our strategic action as a partnership for how we will deliver on our shared ambitions for our residents and communities.
3. Southwark is home to more than 300,000 people, 18,000 businesses, a thriving community, and a world class cultural scene. Southwark’s strengths are numerous, real and the envy of many boroughs.
4. Together with our partners, Southwark has much to be proud of. We are building more council homes than any other area, in just 2 years 3,000 new homes have been started and over 650 completed. Almost all children can access a high-quality education in our borough, as 98% of our schools are rated ‘Good’ or ‘Outstanding’ by Ofsted. We’ve created more than 16,000 jobs and apprenticeship opportunities and doubled the number of local employers paying the living wage. We are the first inner London council to have over 100,000 trees, planting over 13,000 trees in the last two years, making our borough greener.
5. However, we know our residents face complex economic, societal, and technological challenges, and we need to do more to tackle the inequalities that hold too many people back from living a good life. Only 60% of residents agree that the police in their local area treat everyone fairly, showing we have more work to do to build trust in the police. Over 50,000 adults in Southwark

have a mental health disorder, and rough sleeping was up 70% in 2023, demonstrating our need to provide further support to our borough's most vulnerable residents.

6. The Southwark 2030 strategy, *Creating Good Lives Together* (Appendix 1), sets out our long-term commitment to help address these challenges, building on our strengths. We will focus on the areas that provide the foundations for creating a good life in Southwark; good jobs, good incomes, good health, good homes, a good education and a good environment.
7. The development of the strategy was supported by a population needs assessment (Appendix 2), which gathered data to better understand our place. This focused on our borough's economy, the shape of society and demography, the lives of our adults and children, housing, crime and safety, climate, and our environment.
8. This strategy has been developed through deep engagement and discussions with residents, community groups, businesses, and wider local partners. We have conducted borough-wide engagement to understand our residents' experiences of living in Southwark and their ambitions for the future, building on our strengths. The 18-month engagement process enabled over 2,200 residents to give us their views through information events across the borough, including events hosted by local organisations, youth services, and an online survey. Full details of the process and findings are set out in Appendix 3.

KEY ISSUES FOR CONSIDERATION

9. The Southwark 2030 strategy was endorsed by Cabinet in July 2024. As the Southwark 2030 strategy is part of the policy framework comprising the Borough plan, it must also be approved by Council Assembly (as set out in Southwark's constitution).
10. Southwark 2030 sets out a vision to build a fair, green, and safe Southwark where everyone can live a good life as part of a strong community.
11. Southwark 2030 is founded on three principles that will guide our work:
 - **Reducing inequality** – we are determined to ensure everyone can access the opportunities, resources, and power they need to thrive.
 - **Empowering people** – we want to empower strength in everyone, growing skills, and resilience to enable participation and leadership.
 - **Investing in prevention** – we will invest our time, capacity, and resources towards early help so that residents can live empowered, healthy, and fulfilling lives.
12. We will deliver our vision by focusing on six goal areas, as shaped by the ambitions of our residents:
13. **Decent homes for all** – *People live in safe, well-maintained homes.*

A good home is fundamental to a good life. While residents told us they love

living in Southwark, too many struggle with the cost of a good home and worry that their children will not be able to afford to stay in the borough - since 2018, private rents have increased by almost 20%. This has meant that 17,000 households remain on council housing waiting lists and homelessness is back on the rise. We need to do more to ensure everyone in Southwark has a warm, safe, healthy home.

Our priority areas to deliver decent homes for all are:

- Improve the standards of council, social and private rented homes.
- Increase the number of genuinely affordable homes in our borough.
- Reduce the number of people who are homeless or live in overcrowded housing.

14. **A good start in life** – *Children and young people have a great childhood that builds on a very solid foundation for adult life.*

Residents told us that they think children and young people's lives have been disproportionately affected in recent years. This has been compounded with the devastating and lasting effects of the pandemic on key years of development. We also know that our children have more special educational needs than ever - the third highest prevalence in London. We want to be ambitious in the support we provide to ensure all children and young people benefit from growing up in Southwark.

Our priority areas to deliver a good start in life are:

- Support families to give their children the best start in their early years.
- Improve outcomes for children who face disadvantage, including those with special educational needs and disabilities.
- Ensure all young people can participate in positive activities.

15. **A safer Southwark** – *Crime is low and people feel safe.*

Tackling crime and keeping our communities safe is one of the most important issues for Southwark residents. While progress has been made in key areas, residents remain fearful of crime in our streets, estates, and public spaces, and are concerned about the increase in antisocial behaviour (11% between 2022/23 and 2023/24). Partners are committed to support the Metropolitan Police's improvement plans, and to building greater trust in order to tackle crime in Southwark and keep people safe.

Our priority areas to deliver a safer Southwark are:

- Make our borough safer by tackling crime & antisocial behaviour hotspots and their causes.
- Reduce violence against women, children and young people.
- Improve trust and confidence in local policing.

16. **A strong and fair economy** – *We all benefit from Southwark's economic strength and growth.*

Southwark is an economic powerhouse in London, but the strength of our economy is not felt by everyone locally. Despite over 90% of jobs paying above

the London Living Wage, many residents are still struggling with the rising cost of living. We need to create more opportunities for local people to grow their skills, access apprenticeships and gain good employment, so that we can grow our economy in a way that is fairer to everyone.

Our priority areas to deliver a strong and fair economy are:

- Create even more good jobs and apprenticeships, and help Southwark residents into them.
- Support people out of poverty and low pay.
- Ensure our town centres thrive and serve our whole community.

17. **Staying well** – *People across our whole community can have good health and wellbeing.*

Southwark has some of the best hospitals in the world that provide globally leading treatment. But there are significant health inequalities within our borough, resulting in a gap in life expectancy of 11.8 and 9.8 years for males and females respectively from different parts of the borough. Many residents face challenges in staying healthy due to struggling to access healthcare and GP appointments, with particular barriers for those who do not speak English as a first language. We want to work with partners to break down these barriers, working to prevent health issues from emerging and escalating in the first place.

Our priority areas to deliver a borough where people can stay well are:

- Ensure every child and adult can get the mental health support they need when they need it.
- Help more people stay well, reducing inequalities in health across our community.
- Improve the wellbeing of people with long term conditions and disabilities and their carers.

18. **A healthy environment** – *Our environment is clean, green and healthy.*

Climate action is one of the most important priorities for our residents. There is a strong desire for climate policies that improve people's lives, such as reducing energy costs and protecting and enhancing our green space, without creating additional cost pressures in their lives. While much has been achieved, with a 46% reduction in CO₂e emissions over the last decade, we need to be brave and innovative to ensure a clean, green, and healthy environment for our residents.

Our priority areas to deliver a healthy environment are:

- Create more green space and biodiversity for our community to enjoy.
- Help people and businesses switch to healthy, clean and green transport.
- Make our buildings energy efficient with clean, green power.

19. We know that Southwark 2030 is just the beginning. This strategy sets out the strategic objectives for Southwark and we will continue to work with Council Assembly, Cabinet, anchor partners and residents to ensure we deliver its ambitious vision.

Policy framework implications

20. Southwark 2030 sets out the overarching policy goals and principles for our borough, so will impact on all wards and activities delivered by the council and our partners. It will set the strategic direction for the council, uniting the breadth of the borough's policies under a single set of goals. It supports transparent and open working with the people of Southwark, both through the collaborative approach to the development of Southwark 2030 and in continued discussions with stakeholders about delivering our goals.
21. As set out in the Cabinet report (July 2024), the implementation of the Southwark 2030 strategy will be taken forward through a Southwark 2030 Delivery Plan and Outcomes Framework for how all partners will deliver strategic action on our shared ambition for our residents and communities. This will also include a launch event in early 2025 and broader external engagement with residents and partners from January 2025, where we will share our approach to delivering this ambitious vision.
22. Southwark 2030 has also been developed in line with the Medium-Term Financial Strategy and we will closely monitor the interaction between these two documents, ensuring that ambitions set out in Southwark 2030 are realistic and that resources are prioritised effectively to support its delivery.

Community, equalities (including socio-economic) and health impacts

Community impact statement

23. Southwark 2030 is our shared vision for the borough, co-designed with our communities. We have actively sought engagement from a diverse range of individuals and communities to reflect the diversity of Southwark. We have also considered the socio-economic data as part of our Equality Impact and Needs Assessment (EINA). Our approach has helped us to ensure that Southwark 2030 can deliver for all of our communities.

Equalities (including socio-economic) impact statement

24. An Equalities Impact and Needs Assessment (EINA) report has been completed to assess Southwark 2030 against the council's Public Sector Equality Duty. The report can be found at Appendix 4.
25. Reducing inequalities is a core principle of Southwark 2030. This supports our Equalities Framework and builds on the progress we have made through our work on Southwark Stands Together. Through the delivery of the Southwark 2030 strategy, we will go further to tackle existing inequalities and ensure that everyone in our borough can achieve the best outcomes.
26. Any equalities implications will continue to be monitored as the delivery plan is developed. A further EINA will be completed for this purpose.

Health impact statement

27. This strategy has been developed with a focus on supporting improved health and wellbeing for Southwark residents. This has been prioritised as one of the six goals, and the goals also recognise the interaction between health and other priority areas, e.g. supporting children and young people, helping people to engage in our economy and ensuring people live in houses and an environment that supports better health outcomes.

Climate change implications

28. This strategy has been developed with a particular focus on supporting a cleaner and greener environment in Southwark and reducing our contribution to climate change. In particular, this will be supported by commitments to create more green space and biodiversity for our community to enjoy, improve green transport options and support our buildings to become more energy efficient and powered by cleaner energy.

Financial and resource implications

29. Financing of the strategy will be contained within agreed budgets and the £3m revenue reserve fund set aside for Southwark 2030. Following the approval of this strategy and alongside the development of the Southwark 2030 Delivery Plan and Outcomes Framework with our partners, we will determine the allocation of the Southwark 2030 fund.
30. The strategy also sets out the strategic framework for future resourcing decisions across Southwark which will be assessed and reviewed as part of the council's normal budget process.

Consultation

31. Southwark 2030 is our shared vision for the borough, designed by people who live, work, and study in Southwark. It has been developed through extensive and wide-ranging engagement and research to understand Southwark today. We have proactively sought engagement from a diverse range of individuals and communities to reflect the diversity of Southwark. Our approach has helped us to reflect the voice of our people and communities, centring this work on their needs for today and their hopes for 2030.
32. Specifically, we worked with our communities to co-develop this strategy through:
- 8 in-depth conversation events with over 200 residents.
 - Listening events with over 750 residents. We proactively reached out to communities that are usually missed in consultations, and delivered listening events in different places and at different times to maximise inclusion.
 - An online survey with over 1000 responses made widely accessible through different formats.

- Testing what we had captured with three workshops, online surveys, and post boxes in public spaces to test what we heard and the themes and ambitions from the engagement activity.
 - Three partner workshops (with more planned to consider implementation of the strategy).
 - 10 detailed research groups with 70 randomly selected residents who were representative of the Southwark community.
33. Full detail of the consultation to inform this strategy is set out in the Southwark 2030 Engagement Report (Appendix 3).

SUPPLEMENTARY ADVICE FROM OTHER OFFICERS

Assistant Chief Executive, Governance and Assurance (NBC 06/11/2024)

34. The Southwark 2030 strategy was agreed by Cabinet in July 2024. As this strategy is part of the policy framework comprising the Borough plan, it must also be approved by Council Assembly in accordance with Part 3A of the constitution.
35. The council is required under section 149 of the Equality Act 2010 to have due regard to the need to:
- Eliminate unlawful discrimination harassment and victimisation.
 - Advance equality of opportunity between people who share protected characteristics and those who do not.
 - Foster good relations between people who share protected characteristics and those who do not.
36. As stated, an Equalities Impact and Needs Assessment (EINA) report has been completed to assess Southwark 2030 against the council's Public Sector Equality Duty. The report can be found at Appendix 4.

Strategic Director of Resources, (FC24/016)

37. The Strategic Director of Resources notes the financial implications set out in paragraph 28 and 29. The costs of the programme will be met from current agreed budgets, as well as through the normal budget process together with the £3m set aside in earmarked reserves.
38. The SDR acknowledges that the strategic ambitions are not fully costed as a lot of the vision will require collaborative working, input and funding from both the Council and other stakeholders and will require specific reports addressing funding amongst other things as each proposal is developed.

APPENDICES

No.	Title
Appendix 1	Southwark 2030 Strategy
Appendix 2	Southwark 2030 Population Needs Assessment
Appendix 3	Southwark 2030 Engagement Report
Appendix 4	Southwark 2030 Equality Impact Needs Assessment

AUDIT TRAIL

Lead Officer	Rhona Cadenhead, Assistant Chief Executive – Strategies & Communities (Interim)	
Report Author	Tricia Boahene, Head of Strategy and Impact	
Version	Final	
Dated	06 November 2024	
Key Decision?	Yes	
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER		
Officer Title	Comments Sought	Comments Included
Assistant Chief Executive, Governance and Assurance	Yes	Yes
Strategic Director, Resources	Yes	Yes
Cabinet Member	Yes	Yes
Date final report sent to Constitutional Team		07 November 2024



CREATING GOOD LIVES TOGETHER

A SHARED VISION FOR OUR BOROUGH

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ACKNOWLEDGEMENTS

Sincere thanks are due to the organisations that have designed, guided and participated in shaping Southwark 2030.

They have hosted conversation and listening events and led on the development of this strategy. They include:



- Astbury Road TRA
- Bede House
- BermondseyStreet.London
- Better Bankside
- Black Parents Forum
- Brandon TRA
- Care leavers and looked after children
- Charter Schools Educational Trust
- Climate Conference
- Eid Festival
- RMO + LAWRS coffee morning
- It takes a village
- Latin American football teams
- LGBTQ+ centre Link Age
- London South Bank University
- Metropolitan Police
- Five multi-ward forums
- Pause
- Pecan / Southwark foodbank
- Restorative Justice 4 all
- SEND parents' group
- Somali Integration and Development Association
- South London and Maudsley NHS Foundation Trust (SLAM)
- Southwark Black Parents' Forum
- South London Mission
- Southwark Living Streets
- Southwark Pensioners
- Southwark Parks Association
- Southwark staff listening event
- STAG youth group
- Time & Talents
- Team London Bridge
- TRA community collective
- Walworth Society
- Youth services (WHYC Nunhead, Coin Street, the OBC + youth centres at Success House, Brandon and DTC)

And to the more than 2,200 people of Southwark who contributed their time and wisdom to the process of building this vision. We hope that we have faithfully represented your input and desires for the future of you and your families in Southwark.

FOREWORD

Southwark is a truly remarkable place.

Our borough is at the heart of London's success, known across the world for its physical landmarks but powered by its extraordinary people.

This success builds on the rich history of Southwark as a centre of diversity, creativity and innovation. We have much to be proud of and every reason to be ambitious about the future.

To make the most of our unique strengths, and shape a better future for everyone, we set out to work with people and organisations across our borough to unite around a shared vision and goals for our people and our place.

Southwark 2030 is our ambitious plan for the whole borough.

Everyone who took part in developing this strategy did so because they believe passionately in Southwark and want everyone here to have the chance to live a good life.

The people of our borough are at the heart of this strategy, which describes a co-designed vision for 2030 and the six goals that will help us achieve it.

Over the past decade, and despite huge funding pressure on local public services, Southwark has achieved so much in very hard times.

We are fortunate to be home to some of the best schools and hospitals in Britain, and an outstanding voluntary and community sector.

But through multiple disruptions such as Brexit, the rapid rise in technology, the COVID-19 pandemic, and the cost of living crisis, Southwark communities have been on the receiving end of change that they haven't been able to control. For some residents, the challenges facing the country as a whole can feel overwhelming.

Our shared vision for 2030 is that together we will build a fair, green and safe Southwark where everyone can live a good life as part of a strong community.

To achieve this vision we know that we must redouble our efforts for our borough. We will need to challenge ourselves to be creative with the strengths and resources that we have in Southwark.

If we are to deliver on the promise of this strategy, we will need to unleash the collective talents of residents, communities, organisations and businesses for the good of everyone who calls Southwark home.



Cllr Kieron Williams
Leader of Southwark Council

Southwark 2030 is jointly owned and agreed, not just by the council as the democratic leader of the borough, but also by our wider community, public services, business, education and cultural sectors.

The council and its partners are determined to be the driving force behind positive change.

Southwark 2030 is our commitment to building a better future for our people and our place, and securing a good life for everyone.

Why did we create Southwark 2030?

Southwark's strengths are numerous, real and the envy of many boroughs.

But multiple challenges are facing the residents of our borough – most of which are not unique to Southwark.

These challenges cannot be solved easily or quickly. They will require sustained effort from everyone so we need long-term thinking and commitment.

Southwark 2030 will direct our focus to the things that will make the biggest impact.

We have created this strategy with our community and our partners as we know we will need to use all of our strengths.

To deliver our vision and goals, we will need to reimagine how we do things and the way we work together. This strategy sets out the work we will do together.



One of the Southwark 2030 consultation events in 2023

SOUTHWARK 2030 AT A GLANCE

Southwark is a truly remarkable place, built on our rich history as a centre of diversity, creativity and innovation. To support a better future for everyone, we set out to work with people and organisations across the borough to unite around a shared vision and set of goals for our people and our place.

To create this strategy, we have sought to listen and learn from every part of our community, engaging in conversations with hundreds of residents, and seeking input and feedback from thousands. We have taken a partnership approach, reflecting on what people have told us is important to them.

This strategy aims to build on Southwark's strengths while acknowledging and confronting our borough's challenges.

The unique strengths in our community, schools, economy, institutions, universities, home-building, and local environment will be our foundations as we aim to ensure that we can deliver our vision.

→ Our Vision

Together, we will build a fair, green and safe Southwark where everyone can live a good life as part of a strong community

→ We will deliver our vision by focussing on six goals

1. Decent homes for all
2. A good start in life
3. A safer Southwark
4. A strong and fair economy
5. Staying well
6. A healthy environment

→ Three principles will guide our work

- Reducing inequality
- Empowering people
- Investing in prevention

→ **We will work with the community, organisations and partners across the borough to deliver this strategy** so everyone can use their strengths and resources to make sure everyone in Southwark can lead a good life.

→ **Residents will be involved at every stage as we develop and deliver our plans.** Annual reports will describe our progress so that we can be held to account for delivery.



HOW WE DEVELOPED THIS STRATEGY

Southwark 2030 is our shared vision for the borough, designed by people who live, work and study in Southwark.

It has been developed through extensive and wide-ranging engagement and research to understand Southwark today.

At the heart of this work has been the involvement of residents, community groups and partners, alongside a wide range of diverse and divergent organisations who thoughtfully shared their time and their experiences.

Knowing more about the needs of our residents and businesses is vital to understanding our place. Key partners and anchor institutions in the borough have been integral to this process, driving engagement and the development of ideas, building commitment and ownership across public and voluntary groups to drive change.

Our approach has helped us to reflect the voice of our people and communities, centring this work in their needs for today and their hopes for 2030.



8 in-depth conversation events with over 200 residents

Widely promoted, involving people who live, work, study and visit the borough, in different places and different times to maximise inclusion



Listening events with over 750 residents

Widely promoted, involving people who live, work, study and visit the borough, in different places and different times to maximise inclusion



Online survey with over 1,000 responses

Made widely accessible through different formats, enabling as many people as possible to contribute if they were not able to, or wish to, attend an event or take part in a listening activity



Testing what we had captured

With three workshops, online surveys and post boxes in public spaces to test what we heard and the themes and ambitions from the engagement activity



Partner workshops

With three partner workshops providing the opportunity for partners to reflect on the themes from the engagement and begin to work together to support the borough to achieve these ambitions



10 detailed research groups

With 70 randomly selected residents who were representative of the Southwark community, to test and refine the vision and goals.

OUR BOROUGH

Southwark is home to more than 300,000 people,¹ 18,000 businesses,² a thriving community and a world-class cultural scene.

Our borough is an important centre of industry and culture with internationally renowned locations alongside thriving local communities and institutions, where anyone is welcome and everyone can flourish.

Southwark is powered by its people, whose heritage and history make our borough a diverse and dynamic powerhouse in London.

An important centre of industry and culture, and most importantly a home to all of our families and communities. It is a place that has always welcomed people looking for a better life and benefited immensely from the things they have brought to Southwark, the capital and our wider society. From pioneering immigrants who travelled on the Windrush and via other routes to reach England from Africa, the Caribbean, Ukraine and beyond – together we have shaped a future and tackled the challenges the world presents.

Southwark is home to authors, footballers, Olympians, Oscar-winners, and social pioneers; but it is the thousands of other incredible people who

build a home here and quietly work to support their families and communities that make Southwark the place it is and aspires to be.

It is the power of our communities that is our strength, and it is in this strength that we can tackle the challenges we face. We have heard from our residents, and we have listened. Across the homes that our residents live in, the neighbourhoods they walk through, the economies they are part of, the cultural resources they use and institutions they access, the environment they live and breathe, and the services they rely for education, safety, health, and care, Southwark must work for everyone.

2030 must present the opportunity of a good life for all. That means a borough that is green, safe and more equal. A borough that provides a fair chance for everyone, with help if you need it. Southwark people want to live in a decent home that supports their health and wellbeing and have fulfilling and stable work that enables them to thrive and enrich their lives and that of their families.



And 2030 will ensure that people have a say in the future of our place, to make it a place that works for them. Together we can achieve these things, using our collective power, strengths and relationships to make Southwark the best place to live in London.

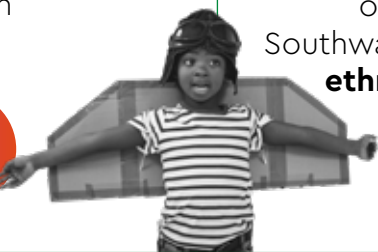
Southwark's future will continue to be shaped and powered by its people.

OUR PLACE IN NUMBERS

307,600

people live in Southwark³

+6.7%
from 2011



51%

of people living in Southwark have a **White ethnic background**⁴

compared to **81%** nationally



'Black, Black British, Caribbean or African' makes up

25% of the population⁵

And Southwark is home to one of the largest **Latin American** communities in the UK

Life expectancy

78.4 (men)

83.2 (women)⁶

In line with national averages

The average age is more than two years younger than London, and almost seven years younger than England¹²



147,240 properties in Southwark

with **40%** socially rented¹⁷

OUR STRENGTHS AND CHALLENGES

As of May 2024 there were

1,571 council homes

under active construction¹⁸



GCSE Results are up

7 percentage points for a standard pass in both English and Maths compared to 2019¹⁹

99.5%

of Southwark's 16-17 years olds had an offer of **education or training** for 2023-24²⁰



1.47 jobs available per person in Southwark²¹

75.6% of economically active individuals are in employment²²



Southwark residents have access to some of the **world's leading health services** in the borough



Southwark reached **100,000** trees recorded in May 2024, with 10,000 planted since 2022²³

17,000+ remain on **council housing waiting lists**²⁴ and **3,142** residents live in **unsanitary or overcrowded conditions**²⁵

62% of children eligible for free school meals in Southwark achieved grade 4 or above in English and maths at key stage 4, compared to **80%** of pupils who are not eligible²⁶

Around **1 in 10** households have a total income of **less than £15,000 a year**²⁷

27.3% of economically inactive people classified as **long-term sick**²⁸

Crimes per 1,000 people are **7.6%** higher than the average for London²⁹

+11% rise in **antisocial behaviour** between 2022-23 and 2023-24³⁰

One in five adults in Southwark, or **49,000** individuals, are estimated to be experiencing a **common mental health disorder**³¹

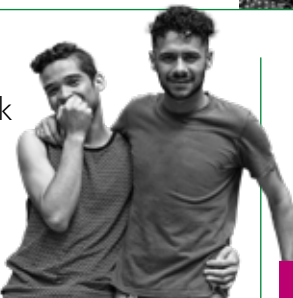
6.9% of adult deaths in Southwark are attributable to **air pollution**, compared to **5.5%** for England³²

21%

drop in the number of infants since 2011⁷



Southwark has the **4th largest LGBTQI+ population** in England⁸



£43,769 median household income¹⁰

Similar to the national average

18,000 businesses in Southwark

86.2% of these are 'micro' (under 10 employees)¹¹



100+ green and open spaces in Southwark but

50% difference in green space coverage between the least and most green wards¹⁶



Over **18,000** residents

provide some level of unpaid care (**6%** of the population)¹⁵

8% of residents aged 16+ identifying as non-heterosexual⁹

80+ languages spoken in Southwark¹⁴

There were over **40** distinct religions identified among Southwark residents¹³



OUR VISION FOR 2030



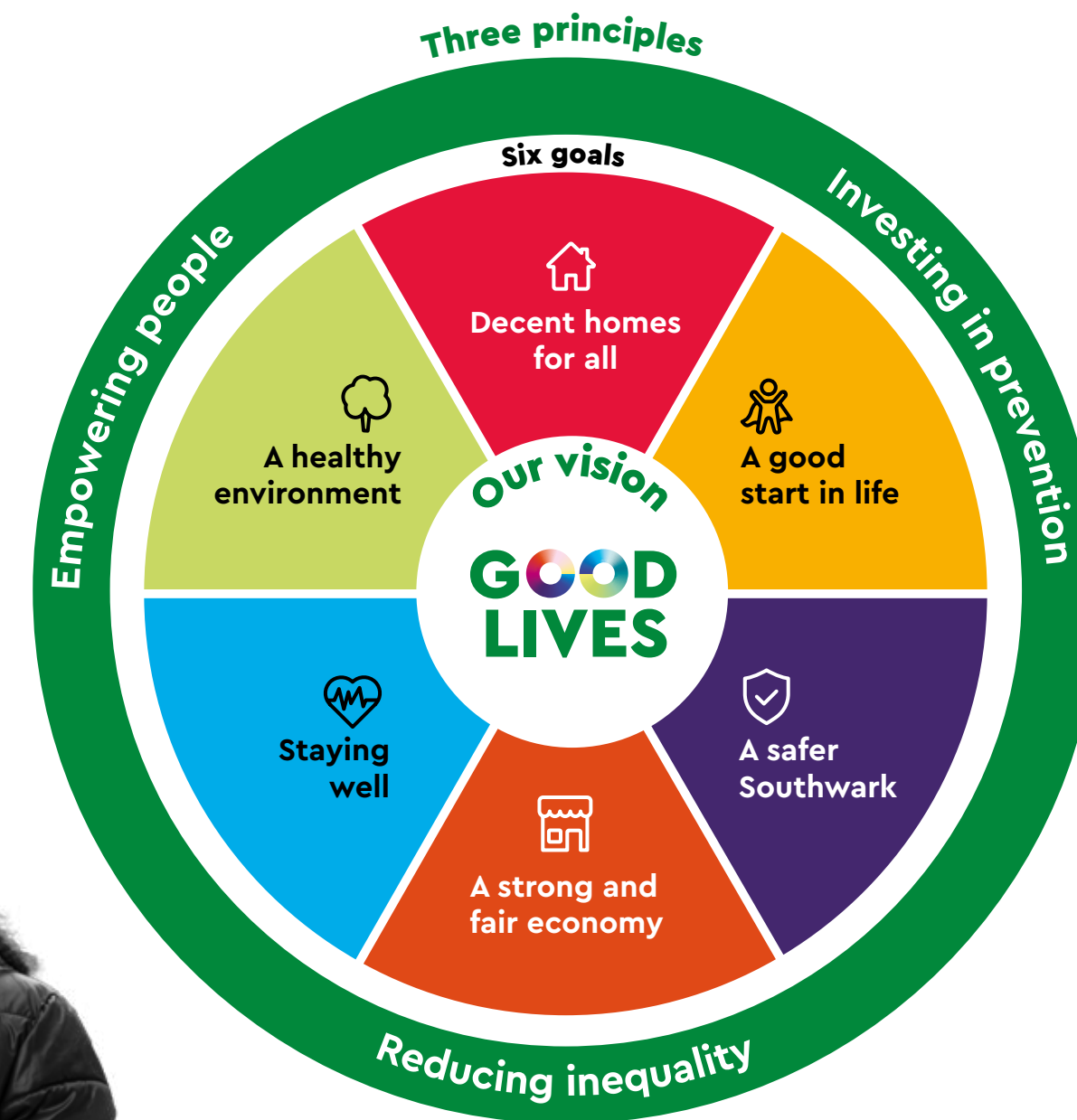
Together, we will build a fair, green and safe Southwark where everyone can live a good life as part of a strong community.



Residents told us that a good life is a life that is rewarding and enjoyable in which you are valued, respected and safe from harm, feel connected with people who matter to you and have purpose in your life.

The foundations for a good life in Southwark are good jobs, good incomes, good health, good homes, a good education and a good environment.

To achieve our vision, **three principles** will guide our work, through **six goals** that have been co-designed with residents and partners that will help us deliver our vision.



THE PRINCIPLES THAT WILL GUIDE OUR WORK

We have developed three principles that will guide the way that this strategy is delivered. These principles are just as important as the goals we have set.

➔ Reducing inequality

The significant inequality in Southwark holds our whole community back. We are determined to ensure everyone can access the opportunities, resources and power they need to thrive.

To live a good life, we all need things like a decent job and a warm home. But, right now, we don't all have the same access to these essentials.

There is a growing body of evidence that almost everything – from life expectancy to mental illness, violence to illiteracy – is affected not by how wealthy a society is, but how equal it is.

The harmony and prosperity we all look for in Southwark relies on a more equal society.

➔ Empowering people

There are huge strengths and assets in the people and organisations across our borough. We want to empower these strengths in everyone – from growing skills and resilience to enabling participation and leadership.

This principle puts residents in the driving seat of their own lives. With a small amount of support, we know that people will be better able to put their strengths in to practice and create better outcomes.

We want to focus on supporting people in areas that will make their lives better, such as healthy living and caring for their children. We know we will empower people if we help develop skills to support employment, coach budding entrepreneurs, and provide opportunities for people to be involved in their neighbourhoods.

So we will focus on the work that will empower people to live a good life.

➔ Investing in prevention

Too much of our time and funding is currently spent on solving problems that have already happened – acute illness, crime, worklessness.

We will invest our time, capacity and resources towards early help so that residents can live empowered, healthy and fulfilling lives.

We want to focus our resources towards helping people to live a good life. This means creating the conditions in which people and places thrive, and where communities and organisations can access support, relationships and practical help when they need it.

Decisions about resources will be directed towards support and interventions that prevent rather than respond to crises.

SOUTHWARK CHAMPION

OLI Walworth Garden

"In my work, I am helping to reconnect the community with the natural world. This is how I help to power Southwark.

I am helping to build a good life for people in Southwark by helping them appreciate the benefits of improving their relationship with nature.

In answer to the question of what barriers we need to overcome to achieve our shared vision for Southwark 2030, I would simply say we all need to overcome the challenge of thinking we are all somehow separate from nature. This is not true! In fact we are all part of nature.

My vision for Southwark in future is a place where the injustices and inequalities we face are tackled and overcome."

“ The thing I love about working in Southwark is that whoever you happen to be, you are made to feel welcome.”





The Elephant Springs water play park at Elephant and Castle



Goal 1

Decent homes for all

People live in safe, well-maintained homes





Decent homes for all

People live in safe, well-maintained homes

WHY IS THIS ONE OF OUR GOALS?

A good home is the cornerstone of a good life.

Our residents told us they love living in Southwark, but too many of those residents struggle with the cost of a good home. They told us that the costs of homes mean that they are concerned that their children will not be able to stay in the borough. That is why 78% of residents we engaged felt this was a key goal. They told us we need to do more to ensure that existing homes are safe and well maintained; that we need to be good landlords and hold other landlords to account.



"Everyone in Southwark should have a warm safe healthy home, with nutritious food and access to exercise and art."



17,000 households are waiting for a new home³³

WHERE ARE WE NOW?

We are building more council homes than any other area – key to providing good homes for all. But despite record building, demand continues to significantly outstrip supply.

25% of homes in the borough are council owned compared to 10% across London, making Southwark London's largest council landlord.³⁴ 31% of homes in the borough are owned, and almost 11% don't have a mortgage.³⁵ The average property price in Southwark is over £0.5m.

Over 17,000 households remain on council housing waiting lists³⁶ and homelessness is back on the rise;³⁷ more homes are essential to responding to this challenge.

We have created a huge number of new affordable homes, with 21,150 delivered through our new developments, meaning that there are more than 54,000 affordable homes now in the borough.³⁸ This has been important to supporting more people into stable homes with many priced out of the property market – private rent has increased by 18% since 2018, compared to a 6% rise in earnings.³⁹

In Canada Water, we are working to deliver a new town centre, which will create up to 3,000 new homes, including 1,000 affordable homes.⁴⁰

The council is investing in maintaining and improving council housing, with £350m earmarked for improvements and repairs over the next two years.⁴¹ More needs to be done to respond to disrepair and maintenance and this will be a key focus alongside financial investment.

Too many homes in Southwark are suffering from damp and mould and safety issues, which requires more funding.

There is increasing support for those in private rented tenancies, but they need more protection against exploitation and wrongful eviction, and more powers to hold landlords to account.

All this work will be vital in **tackling homelessness and rough sleeping**, where we sadly see numbers rising – rough sleeping was up 70% in 2023.⁴²

Southwark 2030 must build on our Homelessness and Rough Sleeping Strategy, and past success in Housing First policies, reaffirming our commitment to providing people with the help they need.



Decent homes for all



TO DELIVER DECENT HOMES FOR ALL, TOGETHER WE WILL:

→ Improve the standards of council, social and private rented homes

Our residents should expect good homes that support their wellbeing and meet their needs. We will be clear about the standards we expect for housing in the borough and our borough's landlords - including Southwark Council, Housing Associations, and the Private Rental Sector - ensuring that these standards are widely understood. To support people in their homes, we must use all of the powers we have to enforce high standards within council, social and privately rented homes.

As a landlord, the council will make sure that tenants have access to a high quality, timely and efficient repairs service, supported by high quality customer care and estates teams.

→ Increase the number of genuinely affordable homes in our borough

Southwark is increasing the number of council and affordable homes. The borough has its own definition of affordable housing, which is tougher than the London and national standard. We will sustain this progress up to and beyond 2030.

In building more homes, we will look at publicly or community owned land in Southwark and ensure that a significant number of homes built there are built to our own genuinely affordable specification. In Southwark this excludes 'Affordable Rent' levels set by the government and 'London Affordable Rent' levels set by the GLA as we believe these levels are not affordable for our residents. By working directly with government and investors we can ensure the homes built in our borough are the homes Southwark needs and that local people can afford.



Decent homes for all

→ Reduce the number of people who are homeless or live in overcrowded housing

Building on the progress and learning from successful work such as the Southwark Housing First services, we will work with our partners to tackle the root causes of homelessness. These causes remain complex and continue to grow so we will work closely with those that are rough sleeping and local communities: hearing their needs, understanding their past, and adjusting our services to make sure they work for each person. And we will tackle overcrowded housing by building homes that meet the needs of local families.



BY 2030, WE WILL BE SUCCESSFUL IF...



Decent homes for all

Southwark remains the leading borough in London in delivering **genuinely affordable new homes**

More new homes are **social rented and intermediate homes** than ever before

There is a **zero-tolerance approach to empty homes** and rogue landlords

We reverse the trend of increased **homelessness** seen across London

No resident has to put up with **damp, mould or fire risks** in their home



MORRISON

(Glebe Estate resident of over 50 years)

"I was born in Southwark, and Southwark has always been part of my life. I grew up here with the rest of the neighbours that are still around here. I think the wonderful thing about Southwark is the people and the community.

I do feel that people that pass through or people that live in Southwark also have their own perspective on how Southwark should be run and how it should appear and what experiences it should bring for Southwark.

“ Southwark has always been part of my life. The wonderful thing about Southwark is the people and the community. I am helping to create a good life in Southwark by trying to be the best human being I can be.”

“I am helping to create a good life in Southwark by trying to be the best human being I can be. By being an embracing, welcoming person in the community when I’m going about my daily life, whether I’m in Southwark or not.

A big challenge for me is how we bring council officials, Southwark residents and people passing through, together so that there is more harmonious, constructive and productive communication.

There has to be real dialogue on how to bring perspectives together so that there’s a common understanding on how Southwark should run, in an optimal way.”



 Decent homes for all



Goal 2

A good start in life

Children and young people have a great childhood that builds on a very solid foundation for adult life





A good start in life

Children and young people have a great childhood that builds on a very solid foundation for adult life

WHY IS THIS ONE OF OUR GOALS?

Residents told us that they think children and young people's lives have been disproportionately affected in recent years.

They describe the devastating impact of the pandemic on key years of development, increased numbers living in poverty due to the cost of living crisis, and the growth of mental health issues caused by many aspects of modern society. It is our children and young people that our residents are most worried about – they told us to be ambitious in how we support them to ensure that all of our children and young people benefit from growing up in Southwark.



96% of schools in Southwark are currently **good or outstanding**⁴³



"[We] need to invest in children and young people to give them a better chance in life, that means better schools, safer streets and more things to do for young people, like sports and youth clubs..."

WHERE ARE WE NOW?

There are 65,000 children or young people in Southwark.⁴⁴

The physical health of our children is improving, with lower tooth decay rates than London and England and our reception children who are either overweight or living with obesity down 4.3% over the last 5 years. But health challenges remain, with continued high levels of obesity among our year 6 children.⁴⁵

School performance has improved significantly to 96% of schools being rated 'Good' or 'Outstanding' by Ofsted.⁴⁶

The Southwark Youth New Deal has provided a £15 million investment for young people including health wellbeing, social, education and employment opportunities. This is being delivered in partnership with three local youth centres and 29 organisations⁴⁷ who deliver youth activities.

OneHub Southwark supports access to youth services, opportunities, and support as part of the New Deal.⁴⁸ Southwark is also delivering a 'SureStart for Teenagers' programme in order to provide ongoing help for young people as they become more independent.

Work on children and young people's mental health saw Southwark Council become the first English local authority to commit to offering mental health support to 100% of children and young people with mental health needs.⁴⁹ This has been delivered through the Nest Mental Health drop-in service as well as the Improving Mental Health And Resilience in Schools (IMHARS) programme.

Our children have more special educational needs than ever – the 3rd highest prevalence in London,⁵⁰ with a need to do more to support them to live the childhood they deserve.

We cannot underestimate the need to go further and faster to support and empower children and young people.



A good start in life

TO DELIVER A GOOD START IN LIFE, TOGETHER WE WILL:

➔ Support families to give their children the best start in their early years

Services for families will be built around their needs, providing them with support in easy-to-access places, with strong, family-centred partnerships across voluntary and community sector organisations. This help will be provided early in a child's life and sustained throughout their childhood.

By focusing on areas where there is most need, we will tackle inequalities in the experience of raising a family. Families will have their say in the design and delivery of the services they receive via partnership boards, peer support programmes and mentoring schemes.

➔ Improve outcomes for children who face disadvantage, including those with special educational needs and disabilities

We will work to reduce the gap in outcomes experienced by children who face disadvantage, so every child in our borough can flourish, learn and enjoy childhood, and develop the skills they need for the future. We will take action to improve support for children and their families, to help them overcome the barriers they face. This will include working to ensure that all children and young people with special education needs (SEN) receive the support they need and have access to the space they need to grow and learn, with stronger services for those who support them.

A good start in life

➔ Ensure all young people can participate in positive activities

We want all children and young people to have access to out of school opportunities, to be active, take part in culture and have experiences that enrich their lives. We know that poorer households often struggle with the costs of these activities. Our offer will be built through working with voluntary and community organisations and groups, directing more resources to disadvantaged neighbourhoods where the evidence shows children and young people have fewer opportunities for extracurricular activities.



BY 2030, WE WILL BE SUCCESSFUL IF..

A good start in life

We have **reduced attainment gaps** for children experiencing disadvantage

We ensure every school leaver has an **education, training or employment opportunity**

There is a sustained and comprehensive **'sure-start for teenagers' service** which is delivering better outcomes

We have revolutionised outcomes for **SEN pupils**

All our young people have access to free or **low-cost after-school activities**

Every school in the borough is **good or excellent**



SHELLEY

Southwark foster carer

“Southwark is a multi-cultural place to live and work. It’s great meeting people of different backgrounds and to experience different cultures.

As a foster carer I am helping to build a good life for children in Southwark. I used to work for the Met Police and I was asked to look after two children whilst waiting for social services to arrive. I said to my colleague I would like to take these vulnerable children home to give them a safe and loving environment. And that is how it all began.

“ My first ever placement was two little girls. When I first met them I was nervous and excited at the same time! And just thought of all the great things we could do together.

“I was really looking forward to the placement. My experience fostering children has been great overall. There have been challenges, but overall I’ve been lucky with my placements.

Outside of being a foster carer I love making friends in this vibrant borough, taking part in all the variety of things to see and do including walking along the river, visiting Peckham Levels and the cinema and sampling different foods from around the world.

In terms of barriers to overcome to help achieve our 2030 vision, I think it would be great to try and end poverty and hunger for our younger generation, and to also make our city greener.”



A good start in life



Goal 3

A safer Southwark

Crime is low and people feel safe





A safer Southwark

Crime is low and people feel safe

WHY IS THIS ONE OF OUR GOALS?

Safety emerged as one of the highest priority issues for Southwark residents

While progress has been made to tackle key areas, such as domestic abuse, residents remain concerned and fearful of crime in our streets, estates and public spaces, with street crime and antisocial behaviour a particular local worry. Partners are committed to support the Metropolitan Police's improvement plans, and to building greater trust in order to tackle crime in Southwark and keep people safe.

60% agree that the police in their local area treat everyone fairly regardless of who they are.⁵¹



"I hope to live in a neighbourhood that feels safe and is wholly inclusive. Everyone and anyone at any time should feel comfortable walking the streets to their home and should be able to walk at whatever pace they feel and not looking over their shoulder."

WHERE ARE WE NOW?

Antisocial behaviour rates increased between 2022/23 and 23/24 by 11%⁵² and we have resourced a new £2 million taskforce⁵³ to tackle this issue.

We know through feedback from residents that crime hotspots remain a problem and that we need to target our efforts better.

The domestic abuse rate in the borough was 9.9 per 1,000 population in the 12 months to December 2023.⁵⁴

This shows a decline in domestic abuse in the borough, and is lower than Southwark's neighbours. But the number of reports were markedly higher in London Bridge and West Bermondsey and Nunhead and Queens Road, emphasising the importance of targeting work and support.⁵⁵

It is not enough to just tackle crime we must create neighbourhoods, estates and high streets where people feel safe.

Southwark's youth reoffending rates are declining and lower than neighbouring boroughs, but crime remains above the London average, driven by visitor hotspots.⁵⁶

Trust in the Metropolitan Police remains low with 57% of Londoners agreeing that there is work to ensure all police officers adhere to the highest possible standards of professionalism,⁵⁷ this has remained static over the past year. In order to effectively tackle crime, we must work together to create trust between communities and local policing, facilitating meaningful engagement and collaboration between neighbourhood policing teams and community groups.

The borough needs to build on initiatives such as **Southwark Stands Together**, which facilitated an intentional process of healing and reconciliation to tackle racism, injustice and inequality.

The Southwark Women's Safety Charter has been developed with venues in the borough to make sure all staff working at licensed premises can support women.⁵⁸

If we are to help everyone feel safe, we need to do more to target and eradicate the causes of crime, helping those at risk and their families.



A safer Southwark



TO DELIVER A SAFER SOUTHWARK, TOGETHER WE WILL:

→ Make our borough safer by tackling crime & antisocial behaviour hotspots and their causes

We have a huge amount of intelligence across organisations and communities about crime and anti-social behaviour hotspots. We need to work better to share information and prioritise on the ground action, including simple ways of tackling crime on our streets such as brightening up our public spaces and neighbourhoods, improving our street lighting and designing cutting edge safety measures into new developments.

This extends to working with communities to prevent people from slipping into negative behaviours, providing earlier help to our young people, families and communities to prevent young people becoming involved in activities and relationships that may lead to anti-social behaviour or crime. This work will be delivered by community based organisations who can build trust to help tackle the issues that young people face.

→ Reduce violence against women, children and young people

We have made real progress on tackling violence against women, children and young people, working with women in our community to prevent violence against women and domestic abuse. We will continue this work in Southwark's worst-affected neighbourhoods and be led by their experiences and advice. This work will require all of us to be part of the solution, through training of staff from local organisations, partners and the council to make sure they know and can spot the warning signs of domestic abuse within the community, to proactively recognise and support victims and those at risk.

→ Improve trust and confidence in local policing

We want to support residents to have the power to tackle issues and crime in communities, and ensure they have the confidence to challenge the council and police. Southwark Stands Together will remain key to improving relationships with groups and communities, putting people at the heart of change.

By taking a partnership approach to working with the Metropolitan Police, we will make sure Southwark's communities are at the heart of their plans and that they continue to work to improve trust and ensure everyone can receive fair treatment, services and support.

 A safer Southwark

BY 2030, WE WILL BE SUCCESSFUL IF..

 A safer Southwark

There are significantly **lower rates of crime** and an increase in the number of residents who feel safe in their local area

There are **higher levels of trust in the police** experienced across all communities

There is a **reduction in the rates of violence** against women, children and young people

There are sustained reductions in the rates of antisocial behaviour

More pubs and venues in Southwark than ever before are actively participating in our Women's Safety Charter



SYDNEY

Southwark Young Adviser

“Both living and working in Southwark is truly amazing, being able to represent my local community and use my influence to create change that we need.

In my role as a Southwark Young Advisor, I am able to advocate for young people and address issues that are overlooked. This contributes to changing the perception of young people in Southwark, working to put in place new avenues that prevent putting us at a further disadvantage. Ultimately aiming to build a good life for young people and in turn myself as I am a young person and future generations.

More preventative measures need to be put in place to keep young people safe within our borough. Creating intentional safe spaces for meaningful engagement will allow for young people to spend their time in positive ways. There needs to be more consistent investment in to upskilling young people, boosting their talents and showing them that they can enter any career path they desire. As far too often young people’s potential goes unrecognised or capped by other people.”

“ Southwark has the potential to be an even greater place to live and work, where each community feels heard, supported and valued, all contributing to building a good life for others.”



 A safer Southwark



Goal 4

A strong and fair economy

We all benefit from Southwark's economic strength and growth





A strong and fair economy

We all benefit from Southwark's economic strength and growth

WHY IS THIS ONE OF OUR GOALS?

Residents recognise the strength of Southwark's economy but are concerned that not everyone can benefit from it.

They want to see more opportunities for local people to grow their skills, access apprenticeships and gain good employment. For everyone to live a good life, they told us that we must grow our local economy in a way that is fairer to everyone. They said that skills and apprenticeships are their priorities. Our engagement demonstrated the impact of the cost of living crisis. Those who are doing well in Southwark expressed deep and profound concern for those who are struggling.



Over **90%** of jobs in Southwark pay above the **London Living Wage**⁵⁹



"My son is currently out of work, so it's good that there will be more jobs... will the new jobs include more apprenticeship opportunities to train up local people like my son so they can get jobs and progress in life?"

WHERE ARE WE NOW?

Southwark is an economic powerhouse in London. There is a vibrant job market with 1.47 jobs available per person.⁶⁰ Not everyone benefits from these opportunities – there are 16,900 workless households in the borough.

302,000 people work in Southwark every day, generating £20bn a year,⁶¹ yet 1 in 10 households in the borough have a total income of less than £15,000 per year⁶² and 23,000 children (36%) live in poverty after housing costs.⁶³

Over 90% of jobs in Southwark pay above the London Living Wage⁶⁴ – higher than the London average.

Education and training were identified by residents as areas that had seen improvement in recent years, but also areas where they would like further development.

There is a inequality in qualifications across the borough. Skills are highest in London Bridge ward and lowest in St George's ward.⁶⁵ Younger, older, and non-English speaking residents tell us they face barriers in getting good work.

We benefit from internationally renowned universities. Residents see education, training and skill development as critical for access to good employment, alongside flexible child-friendly English language support that is accessible to all.

Southwark Council and our partners have created more than 4,000 apprenticeships over the last decade, with plans to widen access to all age groups to support people who want to retrain into emerging industries such as green energy.

Digital skills are a key area requiring focus as we look to the future, with 16,000 residents across Southwark and Lewisham considered to be digitally excluded.⁶⁶

Partnership will be key in supporting investment in training and development opportunities, to build a workforce that is equipped with the skills to drive growth in the industries of the future and offer a route to prosperity and good quality of life for all

Economic prosperity must also support our high-streets to thrive. With local residents able to have their say and drive what their local high-streets should look like.



A strong and fair economy



TO DELIVER A STRONG AND FAIR ECONOMY, TOGETHER WE WILL:

→ Create even more good jobs and apprenticeships, and help Southwark residents into them

We will work together to create even more jobs and apprenticeships in our borough, further increasing the employment of local residents. We will build on our success over the last decade, creating more good jobs including in our green, life sciences, creative, visitor and construction economy. We will also work to ensure Southwark residents who are looking for work can access the support and training they need to move into employment, build a career or start and grow a business. As major employers in the borough we will work to increase our own employment of local residents, removing the barriers that disadvantage some people, and taking action to improve access to childcare.

→ Support people out of poverty and low pay

We will support residents to increase their incomes so they can escape low pay and poverty. Southwark is already a Living Wage Place and will take this work further, increasing the number of living wage employers and jobs in our borough and supporting people to progress into better paid work. We will also build on the success of our Here to Help work across our public, voluntary sector and business sectors to support residents in overcoming the cost-of-living crisis. This is helping people to maximise their incomes, build their financial and digital skills and access wider support and advice to help people keep bills down and make ends meet. We will also work to address the rising cost of living, creating more affordable ways for people to access essential goods and services – from community shops and baby banks, to affordable transport and housing.



A strong and fair economy

→ Ensure our town centres thrive and serve our whole community

The quality, accessibility and appearance of local town centres are central to the way that residents feel about their local areas and the health of the local economy. We want every town centre to thrive by meeting the needs of diverse communities. To achieve this, we will help local, socially-minded businesses to grow, making sure that people can access grants and opportunities to do so. We will use the different levers we have to encourage good investment in Southwark, including support to local entrepreneurs from a wide range of backgrounds, and ensure the views of local people guide their local areas.

BY 2030, WE WILL BE SUCCESSFUL IF...



A strong and fair economy

There are **more green jobs** for local people than ever before, supported by a Green Skills Centre

The proportion of **children living in poverty** has declined

More people than ever are supported into **work, apprenticeships, training and scholarships**

There is a sustained reduction in the number of people who are digitally excluded

A greater proportion of Southwark employers are registered as **Living Wage Employers**

Our **town centres** are thriving across the borough



TASH

Owner at Gather

“The thing I love about having a business in Southwark is the community.

People are deeply emotionally invested in their part of the borough. That leads to lots of independent businesses, local interest groups and a kindness of spirit that’s lovely to be a part of. I feel lucky to both live and work here.

“ I’m building a good life in Southwark through my business, which helps people take action on the climate crisis.”

“Together with our community we’ve created a space that offers calmness, connection and hope. How we operate is also locally rooted: all our staff live nearby, and we work with lots of other local independent businesses.

So that we can achieve a shared vision for Southwark in 2030, I think investment in the things that’ll actually benefit local people is vital: green spaces, small businesses and local jobs, creative communities, affordable housing that suits the area. Southwark is a diverse, vibrant place and that’s why people love it. That mustn’t be lost.

My vision for Southwark is a place that is a greener, fairer, kinder local economy based around small businesses and green initiatives. Independent high streets create community and a pride in where we live, while prioritising sustainability will improve everyone’s quality of life.”



A strong and fair economy



Goal 5

Staying well

People across our whole community can have good health and wellbeing





Staying well

People across our whole community can have good health and wellbeing

WHY IS THIS ONE OF OUR GOALS?

Residents told us that they are hugely concerned about the rise in mental health issues. They said they face challenges in staying healthy due to the cost of living.

They prioritise improved mental health support, with accessible services and well-trained staff. Residents told us they want to stay healthy and prevent disease, but are struggling to access healthcare and GP appointments, with particular barriers for those who do not speak English as a first language.

All children and young people currently have access to mental health support

"I love that Southwark initiated free swimming lessons for adults and the free swim/gym access for residents. I hope these initiatives continue and are expanded. I'd like to see even more outdoor gyms."



WHERE ARE WE NOW?

Mental health continues to be a key issue, one we have recognised in ensuring that all children and young people have access to mental health support.

Over 50,000 adults in Southwark have a mental disorder.⁶⁷ 4,000 people are registered with a severe mental illness (SMI) in 2023, with 59% of these receiving annual health checks.⁶⁸ That year, 13,000 residents were referred to psychological therapy services.⁶⁹

We have some of the best hospitals in the world in our borough, providing world leading treatment. We now need to do more to support people to get help and care earlier. This is increasingly important in our ageing population – there are 15 per cent more over 65-year-olds since 2011.⁷⁰

Southwark's death rate is higher than London for cancer – the leading cause of death in Southwark – with (under 75) mortality rates of 137 per 100,000 compared to 109 for the London region. **Mortality rates for all circulatory diseases are improved and comparable to both the London and England averages.**⁷¹

More needs to be done to tackle the significant health inequalities in Southwark. There is a gap in life expectancy of 11.8 and 9.8 years, for males and females respectively between the areas of Southwark with the highest and lowest life expectancies.⁷²

Too many children and adults suffer the consequences of poor air quality, and initiatives like Streets for People are working to build an environment that supports good health.

In the last five years 8,500 years of life have been lost to alcohol-related conditions,⁷³ pointing to the more work to reduce harm.

Free access to swimming and gym facilities have broadened access to exercise, and we continue to work on the challenge of obesity through programmes like Alive 'N' Kicking and our Healthy Weight Strategies.

The Southwark Food Action Alliance has been active since 2017, working to ensure all communities in Southwark have access to a sustainable food system. Community food growing projects continue to expand across the borough.



Staying well



TO DELIVER A BOROUGH WHERE PEOPLE CAN STAY WELL, TOGETHER WE WILL:

→ Ensure every child and adult can get the mental health support they need when they need it

Southwark became the first area to develop walk-in mental health services for every child through The Nest. Recognising the huge rise in mental health issues in the borough and the negative impacts that this can have on all aspects of people's lives, we will make sure that everyone at any age can get mental health support when they need it. This means services that work for people whatever their age, race, sex or gender, working with communities to ensure that their experiences and preferences guide the support available. This means accessible support at different levels of need – from acute to preventative support.

→ Help more people stay well, reducing the inequalities in health across our community

Building on the success of free school meals, free swimming, the health champion programme and the wide range of public health support in the borough, we need to continue to develop opportunities that people enjoy and that support a healthy life. This means services and support across all of our neighbourhoods that can provide personalised help and community connections to support people to stay well. Food is an important part of this and partners across the community will address cost of living pressures through community led food projects and support.

→ Improve the wellbeing of people with long term conditions and disabilities and their carers

The local care and support offer available will be developed further so that people's needs can be supported in a way that works for them, provided by people and skills from different backgrounds and services. This will see the NHS working alongside the council and voluntary and community organisations to provide a broad range of support in local neighbourhoods. Local facilities and community spaces will be co-designed to meet the needs of people so they can enjoy themselves and experience respite from challenges in their lives. Carers will be better supported, recognised, and celebrated.



Staying well

BY 2030, WE WILL BE SUCCESSFUL IF..



Staying well

Every child and adult can access the **mental health support** they need when they need it

There is a **reduction in socio-economic and ethnic inequalities** in the prevalence of severe mental illness

Inequality in healthy **life expectancy** has started to reduce

Activity rates increase and **more people are food secure**

There is a sustained uptake of life-saving **vaccinations and cancer screening**



ENDUEMENT

Community Health Ambassador

“There is lots that I love about living in Southwark. I think the area has some of the best local amenities and also some of the best local services. Another thing I love is that it is a very family-orientated borough.

I am helping to build a good life for people in Southwark in lots of different ways. One of the important ways is my role as a volunteer as a community health ambassador. Ambassadors have accurate information on current public health issues, vaccines, health and wellbeing, food and financial support, mental health, healthy eating, and more. They also provide information for specific groups, such as parents and faith groups. In my role I stay up-to-date with all the key information relating to health and wellbeing, and I share it with my friends, family, customers and community.

At the moment I would say the cost of living crisis is a key barrier to the borough achieving its shared 2030 vision, as is housing and insecurity. On the health-side I think people’s mental health is a really important issue for lots of people.”

“ My vision for Southwark in the future is a place where there are more children and youth services readily available, where our parks are easily accessible for all abilities (including people with disabilities), and to have a lift system at the train station so wheelchair users can gain easy access.



Goal 6

A healthy environment

Our environment is clean, green and healthy



A healthy environment

Our environment is clean, green and healthy

WHY IS THIS ONE OF OUR GOALS?

70% of residents said climate was the right priority for Southwark.

Residents want a focus on tangible policies to improve people's lives, such as reducing the cost of energy by increasing the use of renewable energy and planting more trees to improve the overall 'feel' of areas. They told us that they want to support change but do not want climate action to be another cost pressure in their lives. They want to see visible leadership on climate, with larger organisations taking the lead, and everyone doing their bit.

46% reduction in CO₂e emissions over the last decade in Southwark⁷⁴



"People want to feel proud of the contribution people and organisations in Southwark are making to tackle the climate emergency"

WHERE ARE WE NOW?

Southwark's Climate Change Citizens' Jury has helped to guide action in the borough.

A climate emergency was declared in 2019 and there has been nearly a 50% reduction in CO₂e emissions in Southwark over the last decade. Of Southwark's CO₂e emissions in 2021, 36% were from domestic sources, 44% from industrial and commercial, 18% from transport and 2% from non-road mobile machinery.⁷⁵

Residents' health is being impacted by air pollution, which is worse in some areas of the borough. 6.9% of adult deaths in Southwark are caused by air pollution, compared to 5.5% for England.⁷⁶

Southwark is helping to address vehicle pollution with a wide network of electric vehicle charging points and 'Streets for People' plans to improve active travel for the whole borough.

The Bakerloo line extension will revolutionise the travel choices in the south of our borough, and bring new homes and jobs.

10.6% of households in Southwark are part of communal heating networks, with Southwark ranking 2nd in the UK.⁷⁷

In Southwark, 36% of collected household waste is recycled or composted – the highest in central London.⁷⁸

Residents told us that 'green' policies must be about supporting people to live better, healthier lives, including accessing the borough's green spaces, and that **climate action must link to every goal in this strategy.**

1,240 green jobs have been created since 2022,⁷⁹ and the borough has launched its first green investment initiative.

Active community groups drive the growth of biodiversity in the area, and the borough now boasts over 100,000 recorded trees.⁸⁰

Whilst much has been achieved, the next steps in carbon reduction will be challenging and expensive. We will need to be brave and innovative, and receive better support from government.

A healthy environment



TO DELIVER A HEALTHY ENVIRONMENT, TOGETHER WE WILL:

→ Create more green space and biodiversity for our community to enjoy

In a city environment, we need to find inventive ways to increase our biodiversity. This means taking a proactive approach to rewilding underused green space and converting non-green spaces by our roads and in our estates to community gardens, parklets and other forms of green community space.

These places will be made accessible to local communities, becoming spaces that bring people together while also having a positive impact on natural habitats encouraging plant, animal and insect growth.

→ Help people and businesses switch to healthy, clean and green transport

We want to work with the Mayor of London, TfL, the government and investors to improve green transport options in the borough and make them easy and cost effective for residents and businesses. This will build on our investment in electric vehicle charging points to encourage and develop the electrification of personal and business vehicles, and the increase in low carbon cargo carriers.

Expansions of our transport options via the Bakerloo extension will bring tube and train travel to more people and support more homes and jobs. Efforts to support more people to walk and cycle in our streets will increase each year through the delivery of the Streets for People programme.

A healthy environment

→ Make our buildings energy efficient with clean, green power

As a partnership we need to continue to develop innovative solutions and options for smarter greener energy. These options need to be developed in a way which makes them cost effective and easy to adopt, delivering greener energy that will also lower people's energy bills in the future. Working with local universities we will work to create new energy networks of recycled and greener power to thousands of homes, and to extend existing heating networks.



BY 2030, WE WILL BE SUCCESSFUL IF...

A healthy environment

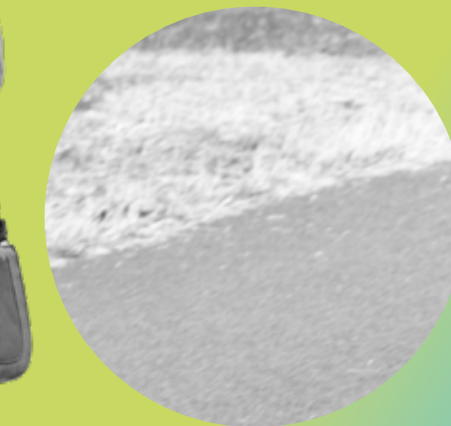
There is **less traffic and pollution** on our main roads

We have increased the proportion of **waste being recycled** in the borough

We have seen a significant increase in the number of homes and businesses powered by **green energy**

More people are **cycling, walking and using public transport**

There are more **biodiverse green spaces** in Southwark



73

SHEREEN

Goschem Estate garden and allotment

"I love that I work in Southwark as such a central location, yet there are so many green spaces that we get to look after. I think that it is quite unique to have such an urban setting with skyscrapers and housing estates alongside so much greenery and history! I love seeing the green spaces we look after being enjoyed by the local communities. The gardens really are havens and safe spaces against the bustle and hustle of central London."

"I think that's why I was inspired to start a community garden and allotment on the Southwark estate where I live – because I understand how important green spaces are to wellbeing and community. Before I founded the community garden, I hadn't met most of my neighbours. Now we share food growing tips all the time on the allotment!"

"I am building a good life in Southwark by growing veggies, greening spaces, and creating community through gardening and community groups."


"We need to understand the importance of community – coming together to help each other outside of our immediate friends and family. There are many structural inequalities, which we as individuals can not address but neighbours create neighbourhoods. It's clichéd but working together we really are stronger. From the simple things of being considerate of how you dispose your rubbish or how and where you park, to just saying hello as you pass someone on your estate, to litter picking in a communal area (even though you didn't make the mess) or even starting a community allotment garden. We have to take responsibility to do what we can."

A healthy environment




DELIVERY AND ACCOUNTABILITY

This strategy means action. Delivering our vision and goals will require collective and sustained action by everyone with a stake in our borough.

 **The council will bring together the collective resources of partners in Southwark to deliver this strategy.**


Through our Anchor Network of partners we will come together as leaders to find shared solutions to some of the biggest challenges facing our local communities, society and economy.

And we will co-ordinate our work so that we can harness the specific strengths of our different organisations to deliver our vision and goals.

 **The partners who work in Southwark want to make sure that everyone in Southwark can live a good life and benefit from their work.**

We have established five pledges that we have all signed up to, and hope that many more partners will commit to them as we work towards 2030.

As we come together to deliver this strategy, we will ask all organisations who provide services, support our community or want to invest in our borough to sign the Southwark 2030 Partnership Pledge.

 **We will deliver this strategy through continual community engagement, reporting and feed-in to make sure we are transparent and accountable.**

Shared first steps in working together to deliver this strategy will include: annual partner actions plans published and shared widely, an outcomes framework to measure progress, a shared data hub to capture and share information and evidence, and annual reports on our progress.





Representatives from the Anchor Network

WORKING IN PARTNERSHIP

We are committed to delivering our vision to ensure everyone in Southwark can live a good life.

Southwark is lucky to have strong public service, business, community and voluntary sector organisations. We are proud to work together for the good of everyone who lives here. Many incredible institutions have made Southwark their home, and they are committed to giving back to Southwark residents.

We have established five key pledges that we have all signed up to, and hope that many more partners will commit to them as we work towards 2030.

As we come together to deliver this strategy, we will ask all organisations who provide services, support our community or do business in our borough to sign the Southwark 2030 Partnership Pledge.

Through these pledges we will ensure that the people of Southwark share in the work of the organisations who serve them.



Our partnership pledge to Southwark residents. We will:

1. **Employ local people and become a living wage employer.**
2. **Cut our carbon emissions.**
3. **Invest in and work with our community and voluntary sector.**
4. **Ensure that people of all backgrounds can rise to the top of our organisations.**
5. **Involve local residents in issues and decisions that affect their lives.**

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Southwark Council

Population Needs Assessment

September 2023



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1 Overview

Economy

Economy

In 2022, most (86.2%) enterprises were classified as 'micro' (employing up to nine people).

The number of new businesses has remained stable since falling from a peak of 3,470 in 2016.

The 2021 business birth rate (as a percentage of active enterprises) for Southwark was 15%, slightly higher than London and England.

Key sectors

Southwark has strong representation from management consultancies, specialised design, architectural and engineering firms.

In 2021, the most common sector by employee jobs was Professional, Scientific and Technical Activities (57,000 jobs; i.e., 22.9%).

Jobs

In 2021, there were an estimated 249,000 jobs in Southwark of which 77.1% were full-time and 22.9% were part-time. Of those who were working, 59% never worked from home.

In 2022, 78.4% of Southwark's working age population (16-64) was classified as economically active, in line with London and England. A higher proportion of males (83.7%) than females (72.8%) were economically active.



Job availability

Job availability was estimated to be 302,000 in 2021. This is equivalent to 1.32 per person aged 16-64, which is higher than in London (1.02) and England (0.86).

Economically inactive

In 2022, 21.6% of Southwark's working age population were economically inactive. More of them were long-term sick (27.3%) compared with London (19.3%) or England (15.5%).

72% of those who were economically inactive did not want a job. This was lower than both London (82.8%) and England (82.2%).

Universal Credit

There are 37,425 people receiving Universal Credit. The claimant count in Southwark, 5.1%, was in line with London but higher than England (3.8%).



For those who had been claiming for more than 12 months, the proportion was highest in Newington and lowest in Dulwich Village.

Unemployment

The unemployment rate in Southwark in 2022 was 4.6% of those who were economically active – slightly higher than London (4.3%) and England (3.7%).



In 2021, there was an estimated 16,900 workless households (i.e., households where no-one aged 16 years or over is in employment), an increase from 15,000 in 2020.

Qualifications

In the 2022/23 academic year there were 2,740 Apprenticeships currently in training in Southwark.

In 2021, Southwark had a higher proportion of its workforce who qualified to NVQ4 and above in comparison to England (57.2% versus 43.2% in England) but a slightly lower proportion than London (59%).



Earnings

Median gross weekly pay increased between 2021 and 2022 from £728.90 to £774.20.



In 2022, the median gross weekly pay of females was 92.4% of the median gross weekly pay of males. This was higher than London (88.7%) and England (84.7%).

Living wage

In 2022, an estimated 23,000 people in Southwark (9.1% of all employees) were earning below the Living Wage.



This has decreased from 10.6% in 2021 (when the rate was £10.85 per hour). It was lower in 2022 than the equivalent rates for London 13.6% and England 12.5%.

Poverty and deprivation

In 2021, 13,654 households (9.9%) were experiencing fuel poverty, lower than London (11.9%) and England (13.1%).



There were 469 households owed a prevention or relief duty under the Homelessness Reduction Act where the main applicant is 16-24. This represents 3.5 people per 1,000, higher than England (2.4 per 1,000) and London (2.5 per 1,000).

Key



Increasing trend



Relative strength



Declining trend



Relative area for improvement



Ward spotlight

Our people: Demography

Population size and growth

In 2021, Southwark had an estimated total population of 307,700. This placed Southwark in 42nd place out of 309 local authorities in England.

Between 2011 and 2021, Southwark's population grew by 7%, aligning with the growth rates for London (8%) and England (7%).

In 2018, the largest increases in population were expected to be seen in redevelopment areas around Old Kent Road.

Population age

Southwark has a relatively young population with an average age of 32.4 years, more than two years younger than the average age in London (34.9) and seven years younger than the average age in England (39.4).

Since 2011, the age group that has grown the most is adults aged 55-59 years (which grew by 59%, or 6,500 people). The age group that shrank the most was infants aged 0-4 (which decreased by 21%), reflecting a national decline in birth rates.



Country of birth

In 2021, 57% of Southwark's residents were born in England, in-line with the London average but notably lower than the England average (80.3%). 27% of Southwark's residents were born outside of Europe - primarily in Nigeria, Jamaica, and Ghana. Borough & Bankside had the highest percentage of residents born outside the UK (49%), and Dulwich Village had the lowest (23%).

Ethnicity

In 2021, 51% of Southwark residents were from a White ethnic background. In London, the equivalent rate is lower (37%), and in England it is higher (74%).

Disability

In 2021, 14% of children and adults in Southwark (approximately 42,000 individuals) had a disability, a similar proportion to London and England.



However, rates of disability varied between wards. In Old Kent Road, South Bermondsey, and Nunhead and Queen's Road, 17-23% of residents had a disability, compared to 6-14% of residents in London Bridge and Dulwich Village.

Migration

Approximately 49,000 people moved to Southwark between 2020 and 2021. This figure is equivalent to 16% of the borough's total population. By comparison, between 2010 and 2011, the number of people who moved to Southwark made up 9% of the borough's total population. In 2020-2021, the majority (41,600) moved from elsewhere in England/Wales.



Asylum seekers and refugees

The number of people seeking asylum in Southwark increased from 100 in 2019 to nearly 2,000 in 2022. This is twice the number of asylum seekers hosted in Croydon, the London borough with the second highest number of asylum seekers.

Mortality rates

Southwark has a higher age-standardised mortality rate from preventable causes (210 per 100,000 of the population) than England (183) or London (187).

In 2018-20, Southwark's child mortality rate was 11.8 per 100,000. This figure is higher than the child mortality rates in London (9.8) and England (10.3). Southwark's child mortality rate has increased from 7.7 in 2015-17.



Life expectancy

Life expectancy at birth has increased steadily in Southwark, London, and England in recent decades. In 2019, life expectancy was 79.6 years for men and 84.9 years for women.

Life expectancy was lowest in Nunhead & Queens Road, and highest in South Camberwell, in 2019.



Healthy life expectancy

In 2020, healthy life expectancy in Southwark (63 years for men and 62 years for women) was lower than the averages for London (63.8 years for men and 65 years for women) and England (63.1 years for men and 63.9 years for women).

These figures put Southwark in 27th place for healthy life expectancy out of all 32 London boroughs.



Households

In 2021, there were 130,800 households, up over 10,000 since 2011. Average household size was 2.3 people, similar to London and England. It is highest in Faraday and lowest in Borough & Bankside.

33% of Southwark residents were living alone. 25% of households had at least one dependent child. 9% of households consisted of a lone parent with at least one dependent child.



Disadvantaged households

In 2021, 51% of Southwark households were classed as disadvantaged, comparable with England.

In 2021, 12% of all households (16,000 properties) in Southwark were overcrowded. This is a decrease from 15% in 2011. Peckham, Faraday, and Old Kent Road had the highest rates of overcrowding.

Our people: Adults



Alcohol consumption

In 2015-18, 31.2% of adults in Southwark were drinking over 14 units of alcohol a week. This is notably higher than the London and England averages of 20.1% and 22.8%.

In 2021, there were 1,945 hospital admissions for alcohol-specific conditions in Southwark, or 883 per 100,000 people, 41% higher than the England average and 50.4% higher than the London average.



Alcohol related mortalities

In 2021, there were 82 alcohol-related mortalities in Southwark, or 42 per 100,000 people. This is slightly higher than the England average (38.5) and notably higher than the London average (32.5).

In 2020, there were approximately 1,014 potential years of life lost due to alcohol-related conditions for men in the borough, and 387 years for women in the borough.

Drug use

In 2021, it was estimated that there were 1,409 opiate and/or crack cocaine users not in treatment in Southwark.

In 2019-20, there were 55 hospital admissions with a primary diagnosis of poisoning by drug misuse in Southwark, this equates to 17 per 100,000 population. This is 42% higher than the London average of 12 per 100,000, but still notably lower than the England average of 31 per 100,000.



Drug related mortalities

In 2021, there were seven deaths registered related to drug misuse, the lowest number since 2011, and a 61% decrease on 2019. It is also lower than the inner London average of 10 deaths per borough.

There were nine deaths registered related to drug poisoning in 2021, also substantially lower than previous years and lower than the inner London average of 15 deaths per borough.



Substance misuse treatment

In 2020, 132 people successfully completed treatment for drug misuse. Only one person waited more than three weeks for treatment, substantially lower than the previous two years.

105 people successfully completed alcohol treatment in 2020, and two people waited more than three weeks for treatment. Nine people died during alcohol treatment from 2019 to 2021.



Obesity

In 2018-19 there were 7,005 admissions to hospital with a primary or secondary diagnosis of obesity in Southwark, which equates to approximately 2,912 per 100,000 people in the borough. This is markedly higher than the London and England averages of 1,418 and 1,615 per 100,000 people, respectively.

Physical activity

In 2021-2022, 68.9% of adults in Southwark aged 19 and over were physically active (doing at least 150 minutes of physical activity per week).

For children and young people in the borough in the same period (aged 5 to 18 years old), 44.5% of people are physically active (doing at least 60 minutes of activity per day across the week).

Life satisfaction and mental wellbeing

In the year to March 2022, 6.5% of people in Southwark rated their life satisfaction as low, 16.4% as medium, 56.1% as high, and 21.1% as very high.

In a survey conducted in 2019, 8.8% of Southwark respondents reported feeling lonely often, comparable with the London average. This was higher (16%) among those who socially rent their home in Southwark vs. 2% among those who owned their own home. Residents from non-white ethnic groups reported feeling lonely more often.

Main diseases causing death

Cancer is a leading cause of death in Southwark and accounted for around a quarter of all deaths in 2020.

Cardiovascular diseases are the second largest cause of death in the borough, also accounting for around a quarter of all deaths (as of 2015). In 2021 the mortality rate for under-75s from cardiovascular diseases was 89.5 per 100,000 people in Southwark, markedly higher than the London and England averages of 74.3 and 76, respectively.



Other key diseases

There were 66 deaths from COPD in Southwark in 2021 (48.9 per 100,000 people). This is notably higher than the London average of 34.8 deaths per 100,000 people.

The incidence of new STI diagnoses (excluding chlamydia for those aged under 25) was 2,662 per 100,000 people in 2022. This is markedly higher than the London and England averages of 1,171 and 496 per 100,000 people.

Care for older people

In 2021, there were 8,900 adults aged 65 and over accessing long term social care support, per 100,000 people in the borough. This is higher than London (6,605 per 100,000) but comparable with neighbouring boroughs Lewisham (9,000) and Lambeth (9,900).

85.7% of care home residents in Southwark are state-funded, and 14.3% were self-funded. In 2021, there were five care home beds in Southwark per 100 people aged 75+ in the borough – lower than the London and England averages of 7.1 and 9.4, respectively.



Older age

In 2019 there were 10,744 older people living in poverty in Southwark – approximately 31.3% of the older population of the borough. This is higher than the England average of 14.2%.

50.2% of deaths in Southwark occur in hospital, which is 6.2% higher than England (44%). 10% fewer deaths occur in care homes in Southwark than the England average (10.2% in Southwark vs. 20.2% in England).

Our people: Children and young people

Population

In 2021, there were 64,675 children and young people aged up to 19 years old in Southwark – 21.1% of the total population.

This is a slightly lower percentage for London (23.6%) or England (23.1%).

Looked After Children (LAC)

In 2022, there were 457 looked after children (LAC) in Southwark, 79 children per 10,000 aged under 18, a higher rate than England (70 per 10,000 children under 18) and inner London (64 per 10,000 children under 18).



The percentage of LAC with long-term placement stability in Southwark increased from 70% in 2021 to 76% in 2022 and is higher than both Inner London (70%) and England (71%).



Education for LAC

In 2022, 21.1% of LAC were persistently absent, a 13.9% decrease from 2021 but still slightly higher than London and England. LAC also had higher fixed term exclusions (13.4%) than inner London (9.8%) and England (9.8%).

21.3% were achieving a GCSE pass rate in English and Maths in 2022; this has decreased over the past two years (32.4% in 2020, 27.9% in 2021).



Child protection

In 2022, the rate of children subject of a child protection plan (CPP) in Southwark was 49 per 10,000. This is less than the previous year's rate (59.5) but higher than the rates in inner London (36.9) and England (42.1).



Special Educational Needs (SEN)

In October 2022, 19% of children had a SEN, in comparison to 17% of children in England.

This figure has increased in Southwark from 16% in 2018, and the borough now has the 3rd highest prevalence of SEN out of 32 London boroughs, an increase from the 5th in 2017.

In 2022, 67.3% of LAC in Southwark had special educational needs.

School absences and exclusions

The overall absence rate in Southwark in 2021-22 was 6.3%. This is in line with London (6.6%) but lower than England (7.5%).



In the same period, there were five permanent exclusions. This is fewer than both the London average (17) and the number in Southwark in the previous year (13).



Educational attainment

Across Key Stages 1,2, and 4 Southwark's rate of pupils achieving expected standards in key subject areas were similar to London's rates and similar to, or higher than, England.

For Key Stage 5, in 2021-22, the percentage of students achieving grades of AAB or better at A-level (of which at least two are in facilitating subjects) was 23%, in line with England (23.2%).

Educational attainment amongst pupils eligible for free school meals (FSM)

At Key Stage 2, fewer pupils who were eligible for FSM (54%) achieved the expected standard in Reading, Writing and Maths than those not eligible for free school meals (73%). At Key Stage 4, there was a 10-point difference in the average 'Attainment 8' score of pupils eligible for free school meals (47) and those not eligible (57). These differences were similar to or smaller than those for London and England.

Health in early years

In 2021, women were smokers in 4.3% of maternities and 7.5% of babies had a low birth weight. For 2019-21, there were 778 premature births, 69.9 per 1,000 births. This is lower than London (75.2) and England (77.9). In Southwark this has been decreasing since the 2015-2017 period.

Immunisation rates for common vaccines for children under two years old were mostly over 80% and similar to London but were slightly lower than England.

Health in childhood

In 2021, rates of hospital admissions for injury or mental health for those under 24 were lower than the rates for England.

In 2021, there were 87.4 hospital admissions for mental health conditions for children under 18 years old in Southwark per 10,000 of the population – higher than London (75) but lower than England (99.8). For self-harm related admissions for those aged 10-24, Southwark again had a higher (262.2 per 100,000 of the population aged 10-24) than London (229.7) but lower than England (427.3).



Healthy weight

For children in reception and Year 6, the percentage classed as obese was slightly higher than both London and England.

At reception, Camberwell Green had the highest prevalence of overweight or obese children at 32.9%; Dulwich Village had the lowest (12.8%). At Year 6, North Walworth had the highest prevalence (50% of children), and Dulwich Village again had the lowest (19.4%).



Youth offending

In 2021, 80 children aged 10-17 years entered the youth justice system (3.1 per 1,000). This has decreased from a peak in 2014 of 265 or 11.8 per 1,000. The 2021 rate for Southwark is higher than England (2.8 per 1,000) but lower than London (3.5). There were 47 first-time entrants, 184.5 per 100,000; lower than in 2010 (280) but higher than London (166.3) and England (148.9).

Place



Population density

Southwark is the seventh most densely populated London local authority.

The most densely populated wards are Chaucer (19,453 people per square kilometer), Newington (18,806) and Peckham (18,499). The least densely populated wards are College (3,931), Dulwich Village (4,660) and Peckham Rye (6,457).



Deprivation

As of 2019, the most deprived ward in Southwark was Faraday.

The least deprived wards were Goose Green and Dulwich Village jointly.



Communities

Southwark residents reported low levels of voice and influence over local decision making, particularly among people with fewer resources, and Black, Asian and minority ethnic groups.

That said, some residents interviewed were involved in decision making through local Tenant and Resident Associations and communications with their local MP.

Housing

In 2023, there were 147,240 properties in Southwark, an increase of 2,250 (1.6%) on 2022. Most properties (58.5%) are in council tax bands A-C, with 32.7% in bands D-E, and 8.8% in bands F-H.

As of 2021, the largest proportion of properties in Southwark are social rented properties (39.7%) followed by privately rented properties (29%).

Social housing

As of 2022, Southwark's local authority housing stock totalled 37,683 dwellings, a slight decrease from 38,183 in 2020. Since 2010, the total housing stock owned by Southwark has decreased by 6.1%.

There were 11,304 people on the Southwark Council housing waiting list on 31st March 2022. This is slightly higher than the average London borough waiting list size of 9,314, but far lower than neighbouring boroughs Lambeth (33,640) and Tower Hamlets (21,840).

Housing costs

The average rent across all sizes of properties (including studios and single rooms) was £1,800 in March 2023. This is an increase of 12.5% on the year 2021 where average monthly rent across the same categories was £1,600, and an increase of 18.7% on the 2018 average of £1,517 per month.

The average property purchase price peaked in 2018 at £574,165. The number of properties sold in the borough decreased by 20.3% from 3,386 in 2021 to 2,699 in 2022.



Crime rate

The total number of crimes committed in the borough in the 12 months ending July 2023 was 40,356, a 5.8% increase on the previous 12 months (38,157).

This equates to 126 crimes per 1,000 population, in the year ending July 2023. This is notably higher (12.6% higher) than the London average of 112 crimes per 1,000 population.



Types of crime

In the year ending July 2023, the most common crimes and offences recorded in Southwark were theft; violence against the person; and burglary. Over that period, the highest number of crimes were committed in Borough & Bankside (3,802) and London Bridge & West Bermondsey (3,904). The wards with the lowest number of crimes were Dulwich Hill (507), and Peckham Rye (606).



Anti-social behaviour

In the 12 months ending March 2023, there were 9,069 recorded incidents of anti-social behaviour in Southwark, a decrease of 21% on the previous 12 months (11,428).

These incidents fall into three categories: nuisance (7,949), personal (839), and environmental (281).

Safety

In 2022, there were 221 dwelling fires in Southwark, a 7.9% decrease on the number of dwelling fires in the borough in 2021 (240), and the lowest number of dwelling fires in at least the last 11 years.

In 2018, there were 1,289 road collisions in Southwark involving fatal, serious, or slight injuries. There were 1,100 slight injuries, 187 serious injuries, and two fatalities resulting from road collisions in the borough in 2018.

Environment

In 2020, CO2 emissions in Southwark totalled 782 kilotons (down from 1,502kt in 2010), close to the average across London.

37.7% of Southwark is covered by green space, compared to 43.6% on average in London but higher than 33.1% on average in Inner London.



Going green

Southwark's residents are more active in their travel than the England average. The percentage of Southwark's residents who walk or cycle at least five times per week is 11.7% higher than the England average.

As of July 2023, Southwark has 1,756 electric vehicle charging devices, a higher rate than neighbouring Lambeth, Lewisham and Tower Hamlets.

2 Introduction

2.1 About this document

This Population Needs Assessment was carried out in September 2023 by Cordis Bright on behalf of Southwark Council.

It uses the latest available data for Southwark and its wards to summarise Southwark's people and place, including comparisons to London and England, to help drive Southwark Council's approach and in particular the implementation of its 2030 Strategy.

About Southwark 2030

Southwark 2030 is the new strategy for Southwark Council and its partners to achieve change for the residents of the borough. It is an ambitious vision driven by consultation with residents, local organisations, businesses, and council staff.

Its goals will encompass homes; safety; economy; health; and environment.

2.2 Methodology

The following methods were used:

1. Review of publicly-available quantitative data about Southwark.
2. Review of findings from consultation with Southwark Residents, gathered for the 2021 'Understanding Southwark Summary report'.¹
3. Sense-testing with colleagues at Southwark Council.

Please note when interpreting the data:

- Much of the most recently publicly-available data is from 2021, when the last census was carried out. As such, it may have been influenced by the COVID-19 pandemic.
- Some of the relevant categories are covered by Southwark's forthcoming 2023 JSNA. To avoid repeating or duplicating this, the Population Needs Assessment signposts to the JSNA where relevant.
- Southwark Council has recently adopted a neighbourhood approach. To reflect this, ward level data has been included where available. We have noted the top and bottom performing wards and signposted to the data source for a

¹ http://www.social-life.co/media/uploads/final_southwark_summary_report_10-12-2021.pdf

full breakdown by ward. Where a breakdown by ward was available as an infographic, this has been included.

- We have referred to financial years and calendar years by the name of that year (e.g., '2021'). Where data refers to any other time periods, we have stated this in the text.
- 'Average' has been used to refer to mean averages unless otherwise stated.
- Comparison data with London and England has been included wherever available. In some cases, where data for London was unavailable but data for inner London was available, it has been included. Failing that, in some cases comparison figures for neighbouring boroughs have been included.
- Unless otherwise stated, raw numbers have not been adjusted for the area's population size (e.g., different wards have different population sizes).
- References have been included throughout as footnotes and hyperlinked wherever possible for ease of access.

2.3 Structure

This review is structured as follows:

- Chapter 3: Economy
- Chapter 4: Demography
- Chapter 5: Children and young people
- Chapter 6: Adults
- Chapter 7: Place

3 Our economy

3.1 Economy

Please see the 2023 Southwark JSNA for information about the impact of the cost-of-living crisis on Southwark residents (p25).

3.1.1 Overall economic performance

In 2021, Lewisham and Southwark (data was not available for Southwark alone) had a Gross Value Added (GVA) (current prices) of £24,746 million.² This is an increase from £23,189 million in 2020. GVA per head for Lewisham and Southwark was £40,823 (current basic prices) which was lower than London (£55,412) but higher than England (£30,443).

3.1.2 Key sectors

In 2022, there were 16,445 active enterprises and 18,940 local units in Southwark.^{3 4} This represents a slight decrease from 16,860 enterprises and 19,135 local units in 2021. In 2022, most (86.2%) enterprises were classified as 'micro' (employing up to nine people), 10.5% were 'small' (10 to 49), 2.5% were 'medium' (50 to 249) and 0.7% were 'large' (250+).^{3 5}

In terms of types of businesses, there is strong representation in Southwark from management consultancies, specialised design, architectural and engineering firms. Information and communication and wholesale and retail firms are also well represented in Southwark's business base.⁶

²

<https://www.ons.gov.uk/economy/grossvalueaddedgva/datasets/nominalregionalgrossvalueaddedbalancedperheadandincomecomponents>

³ <https://www.nomisweb.co.uk/reports/lmp/la/1946157256/report.aspx?c1=2013265927&c2=2092957699#ls>

⁴ An enterprise is the smallest combination of legal units (generally based on VAT and/or PAYE records) which has a certain degree of autonomy within an Enterprise Group. An individual site (for example a factory or shop) in an enterprise is called a local unit.

⁵ The 2022 Southwark Economic Evidence base report provides a broad overview of the spread of businesses and jobs throughout areas of Southwark but does not present this at ward level. See: https://consultations.southwark.gov.uk/corporate-strategy/economic-strategy-22-30/user_uploads/southwark-evidence-base-report---final.pdf

⁶ From 2020 London Council London Borough business profiles https://www.londoncouncils.gov.uk/sites/default/files/Southwark%20report_IM.pdf London Councils is a cross-party organisation that represents the interests of the 32 London boroughs and the City of London Corporation.

Figure 1: Top five industries in Southwark: business count and share of borough business count (2020)⁶

Industry	Total borough business count (2020)	Total share of borough business count (2020)
Management consultant activities	1,570	10%
Computer consultant activities	1,175	8%
Other business support service activities	785	5%
Specialised design activities	435	3%
Business and domestic software development	400	3%
Total for top five industry groups	4,365	29%

This is also translated into total number of jobs. For instance, in 2021, the most common sectors/industries by employee jobs in the borough were Professional, Scientific and Technical Activities (57,000 jobs, 22.9% of total employee jobs excluding farm-based agriculture), Administrative and Support Service Activities (28,000 jobs, 11.2%), Human Health and Social Work activities (26,000 jobs, 10.4%), Information and Communication (24,000 jobs, 9.6%) and Education (18,000 jobs, 7.2%).³

3.2 Business

3.2.1 Business turnover (births and deaths)

In 2021, there were 2,825 new businesses in Southwark, a slight increase from 2,255 in 2020. The number of new businesses has remained stable since falling from a peak of 3,470 in 2016. In 2021, there were 2,196 business deaths, marginally higher than in 2020 when there 2,165 business deaths but lower than a peak in 2017 of 2,645.⁷

The 2021 business birth rate (as a percentage of active enterprises) for Southwark was 15%, which is slightly higher than both London (14.1%) and England (12.5%). The 2021 business death rate (as a percentage of active

⁷

<https://www.ons.gov.uk/businessindustryandtrade/business/activitysizeandlocation/datasets/businessdemographyreferencetable>

enterprises) in Southwark was 11.7%, in line with both London (11.5%) and England (11.2%).⁷

One-year survival rates of 2020-born businesses in the borough was 93%, in line with the rate for London (92%) and the same as the rate for England. Five-year survival rates of 2016 business births were 32% in Southwark, lower than London (39%) and England (38%).⁷

3.2.2 Business grants

There are currently a range of grants and support available for businesses operating within Southwark. The main ones include:⁸

- The Southwark Pioneers Fund - a programme of support for business founders and aspiring entrepreneurs in Southwark. It offers two programmes for entrepreneurs at different stages:
 - Launchpad which is for anyone with a business idea, through to early-stage start-ups. Programme graduates can apply for grants of up to £5,000.
 - Grow Your Enterprise which is for anyone with an established business looking to scale and take it to the next level. Programme graduates have the opportunity to apply for a grant of £10,000 upon graduation.
- Future Strategy Club Impact Fund, a Peckham-based members club for freethinking freelancers, offering £2,000 of resource to social impact entrepreneurs for free, to help them get their start-up ideas off the ground.

3.3 Labour market

3.3.1 Jobs

In 2021, there were an estimated 249,000 jobs in Southwark of which 192,000 (77.1%) were full-time and 57,000 (22.9%) were part-time.³ This represents an increase in total jobs from 242,000 in 2020, of which 189,000 were full-time and 53,000 were part-time.³

Section 2.1.2 on Key sectors includes a summary of key sectors by jobs.

Of those who were working, 59% never worked from home, 41% conducted any work from home, 20% recently worked from home, 7% occasionally worked from home, and 14% mainly worked from home.⁹

⁸ <https://www.southwark.gov.uk/southwark-creates/funding/current-funding>

⁹

<https://www.ons.gov.uk/employmentandlabourmarket/peopleinwork/labourproductivity/adhocs/13196homeworkingintheukbrokenbyunitaryandlocalauthoritydistricts2020>

3.3.2 Economic activity

In 2022, 78.4% of Southwark's working age population (16-64) was classified as economically active¹⁰ compared to 79.2% in London and 78.6% in England.³ In Southwark, a higher proportion of males (83.7%) than females (72.8%) were economically active. Of those who were economically active, 75.6% were in employment in Southwark compared to 75.8% in London and 75.7% in England.

At ward level data was not population adjusted. The ward with the highest number of economically active individuals was Old Kent Road, with 10,244; the lowest was St George's with 4,679.¹¹

For more information regarding ward level economic activity, please see the 2021 Census Wards Labour Market dataset.¹¹

3.3.3 Economic inactivity

In 2022, 21.6% of Southwark's working age population were economically inactive,¹⁰ a slightly higher rate of economic inactivity than London (20.2%) and England (21.4%).³

Of those in Southwark who were economically inactive, 37.6% were students and 27.3% were long-term sick.¹² Of those economically inactive in London, 33.2% were students and 19.3% were long-term sick. For England, 26.7% were students and 15.5% were long-term sick. 72.0% of those who were economically inactive in Southwark did not want a job. This was lower than the rates of those who were economically inactive in both London (82.8%) and England (82.2%).³

At ward level, data was not population adjusted. The ward with the highest number of economically inactive individuals was again Old Kent Road, where 4,713 individuals were economically inactive. The ward with the lowest was Champion Hill with 2,028.¹¹

For more information regarding ward level economic inactivity, please see the 2021 Census Wards Labour Market dataset.¹¹

3.3.4 Claimants

¹⁰ Economically active refers to people who are either in employment or unemployed. Economic inactivity refers to people aged 16 and over without a job who have not sought work in the last four weeks and/or are not available to start work in the next two weeks. The main economically inactive groups are students, people looking after family and home, long-term sick and disabled, temporarily sick and disabled, retired people and discouraged workers.

¹¹ <https://data.london.gov.uk/dataset/2021-census-wards-labour-market>

¹² Data for those who were economically inactive in Southwark who were looking after family/home, temporary sick, discouraged, retired or other was not available due to the sample size being too small to produce reliable estimates.

In July 2023, the claimant count in Southwark was 11,670 people, representing 5.1% of the resident population aged 16 to 64. In comparison, this was 5.0% in London and 3.8% in England.³ ¹³ More claimants in Southwark were male (6,205) than female (5,465) and most were aged 25 to 49 (7,095).³

In 2021, at ward level Peckham had the highest percentage of the working age population claiming out of work benefit or universal credit (11.1%). The ward with the lowest percentage was Dulwich Village (2.6%).

In 2021, the ward with the highest average monthly claimants of Jobseeker's Allowance who have been claiming for more than 12 months was Newington with 2.4 per 1,000 of the working age population. The ward with the lowest average was Dulwich Village (0.5 per 1,000 of the working age population).¹⁴

For more information regarding ward level claimant count, please see the Office for Health Improvement and Disparities dataset.¹⁴

3.3.5 Unemployment (model-based)

In 2022, the unemployment rate in Southwark was 4.6% of those who were economically active, compared to 4.3% for London and 3.7% for England.³ Section 3.3.4 above presents an indication of unemployment at ward level based on claimant data; other ward-level data on unemployment was not available.

Of the wards within Southwark, North Bermondsey had the highest numbers of usual residents aged 16+ in employment (9,141). St George's had the lowest (4,229).¹⁵

3.3.6 Workless households

In 2021 there was an estimated 16,900 workless households (i.e. households where no-one aged 16 years or over is in employment) in Southwark – an increase from 15,500 in 2020.³ This is equivalent to 13.3% of all households in Southwark; in comparison the rate is 12.2% in London and 13.4% in England.³

No data was available for children in workless households in Southwark. In 2021 in London and England it is estimated that 9.5% and 9.9% of children, respectively, were in workless households.³

¹³ The percentage given is the number of claimants as a proportion of resident population of area aged 16-64.

¹⁴ <https://www.localhealth.org.uk/#c=home>

¹⁵ For further detail on occupation at ward level see: <https://data.london.gov.uk/dataset/2021-census-wards-labour-market>

3.3.7 Job density

In 2021 there were an estimated 302,000 jobs in the borough – equivalent to 1.32 per person aged 16-64 which is higher than London (1.02) and England (0.86).³

3.3.8 Qualifications

In 2021, Southwark had a higher proportion of its workforce who are qualified to NVQ4 and above in comparison to England (57.2% in Southwark and 43.2% in England) but a slightly lower proportion in comparison to London (59.0%).³ By ward, London Bridge had the highest numbers of those who are qualified to NVQ4 and above (7,984) and St George's had the lowest (3,970).¹⁶

3.3.9 Apprenticeships

In the 2022/23 academic year there were 2,740 Apprenticeships currently in training in Southwark. This is down from 3,101 in the 2021/22 academic year.¹⁷

3.3.10 Digital skills

Across Southwark and Lewisham combined, 16,000 people are considered digitally excluded (data for only Southwark was not available).¹⁸

3.4 Earnings

3.4.1 Median weekly wage

The median gross weekly pay in Southwark increased between 2021 and 2022 from £728.90 to £774.20. It also increased in London (from £731.60 to £765.40) and England (from £613.30 to £645.80) across the same period.³

Figure 2: Median gross weekly pay of full-time employees living in Southwark, London and England (2021)³

Area	2022 median gross weekly pay of full-time employees living in the area		
	Overall	Male	Female
Southwark	£774.20	£803.10	£742.30
London	£765.40	£804.90	£713.70
England	£645.80	£690.00	£584.50

¹⁶ For further detail on qualifications at ward level see: <https://data.london.gov.uk/dataset/2021-census-wards-labour-market>

¹⁷ <https://explore-education-statistics.service.gov.uk/find-statistics/apprenticeships-and-traineeships>

¹⁸ <https://www.ons.gov.uk/businessindustryandtrade/itandinternetindustry/datasets/internetusers>

In 2022, the median gross weekly pay of females living in Southwark was 92.4% of the median gross weekly pay of males in living in the borough. This was higher than the equivalent percentage for London (88.7%) and England (84.7%).³

Please see the 2023 Southwark JSNA for information about the median gross household income by ward (p23).

3.4.2 Living wage

In 2022, there were an estimated 23,000 people in Southwark (9.1% of all employees) who were earning below the Living Wage Foundation rates (of £11.05 per hour within London). This has decreased from 10.6% of all employees within the borough in 2021 (when the rate was £10.85 per hour).¹⁹

In 2022, the proportion of employees who were earning below the Living Wage Foundation rates was higher in both London (£11.05 per hour) and England (£9.90 per hour), where 13.6% and 12.5%, respectively, of all employees were earning below this rate.

In 2022, there were 254 employers in Southwark who were accredited Living Wage employers.²⁰

3.5 Poverty and deprivation

3.5.1 Index of Multiple Deprivation

Please see the 2023 Southwark JSNA for information about the indices of deprivation (p21).

3.5.2 Relative poverty

Please see the 2023 Southwark JSNA for information about indices of deprivation which are informed by relative poverty data (p21).

¹⁹

<https://www.ons.gov.uk/employmentandlabourmarket/peopleinwork/earningsandworkinghours/datasets/numberandproportionofemployeejobswithhourlypaybelowthelivingwage>

²⁰ <https://www.southwark.gov.uk/business/london-living-wage?chapter=4>

3.5.3 Child poverty

The ward with the highest number of children living in poverty is Faraday (1,197), and the lowest is Dulwich Village (133).²¹ Please see the 2023 Southwark JSNA for more information about the child poverty rates and borough ranking (p23).

3.5.4 Universal credit

In June 2023, there were 37,425 people receiving Universal Credit in Southwark. Of these 22,835 were not in employment and 14,590 were in employment.²²

3.5.5 Food poverty

Please see the 2023 Southwark JSNA for information about food security and food bank use (p26). Please also see the Southwark Cost of Living Crisis Profile Spring 2023 update for more information on food poverty within Southwark.²³

3.5.6 Fuel poverty

In 2021, an estimated 13,654 (9.9% of) households in the borough were experiencing fuel poverty.²⁴ This was lower than the rates for London (11.9%) and England (13.1%).²⁵

For further breakdown of fuel poverty by ward please see the 2023 Southwark JSNA (p 25), Southwark Cost of Living Crisis Profile Spring 2023 update and see Department for Energy Security and Net Zero Sub-Regional Fuel poverty tables for LSOA data from 2021, which highlights high levels of geographical variation in fuel poverty.

A key factor of the cost-of-living crisis has been the increase in energy prices - between March 2022 and March 2023, electricity prices in the UK rose by 66.7% and gas prices rose by 129.4%.²⁶ Whilst the most recent data available for Southwark does not cover this period, Citizen's Advice Southwark report seeing

²¹ https://www.localhealth.org.uk/?view=map12&indics=t1.child_dep_n&lang=en

²² <https://stat-xplore.dwp.gov.uk/webapi/jsf/tableView/tableView.xhtml#>

²³

<https://moderngov.southwark.gov.uk/documents/s115156/Appendix%20%20Cost%20of%20Living%20Profile%20Summer%202023%20LBS%20Public%20Health.pdf>

²⁴ A household is said to be in fuel poverty if its income is below the poverty line (taking into account the cost of energy) and its energy costs are higher than is typical for that household type.

²⁵ Department for Energy Security and Net Zero. Sub-regional Fuel Poverty Tables, 2023. Available at: <https://www.gov.uk/government/statistics/sub-regional-fuel-poverty-2023-2021-data>

²⁶ Southwark Cost of Living Crisis Profile Spring 2023 Update. Available at: <https://moderngov.southwark.gov.uk/documents/s115156/Appendix%20%20Cost%20of%20Living%20Profile%20Summer%202023%20LBS%20Public%20Health.pdf>

an increase in people seeking help for fuel debts (from 17% in 2021/22 to 19% in 2022/23).²⁶

3.5.7 Homelessness

Please see the 2023 Southwark JSNA for more detail on identified rough sleepers and borough rank (p27).²⁷

3.5.8 Youth homelessness

In 2021, in Southwark there were 469 households owed a prevention or relief duty under the Homelessness Reduction Act where the main applicant is 16-24. This represents a rate of 3.5 people per 1,000, which is higher than both the rates for England (2.4 per 1,000) and London (2.5 per 1,000).²⁸

Please see the 2023 Southwark JSNA for more detail on identified rough sleepers and borough rank (p27).

²⁷ Spatial distribution at LSOA level available in CHAIN annual report for Southwark 2022 – 23. Available at: <https://data.london.gov.uk/dataset/chain-reports>

²⁸ <https://fingertips.phe.org.uk/profile/child-health-profiles/data#page/3/gid/1938133225/pat/6/par/E12000007/ati/402/are/E09000028/iid/93737/age/264/sex/4/cat/-1/ctp/-1/yrr/1/cid/4/tbm/1/page-options/car-do-0>

4 Our people: Demography

4.1 Population

In 2021, Southwark had an estimated total population of 307,700.²⁹ This figure put Southwark in 42nd place for total population out of 309 local authorities in England.²⁹ Of these 307,600 residents, approximately 158,600 were female and 149,000 male.³⁰

The population size of Southwark varies by ward. A full list of wards by population can be seen in Figure 3 below. Please see the 'Our Place' section for a discussion of population density.

²⁹ www.ons.gov.uk/visualisations/censuspopulationchange/E09000028

³⁰ www.citypopulation.de/en/uk/london/wards/E09000028_southwark

Figure 3: List of Southwark wards by population (2021)³⁰

Name	Status	Population	Population	Population
		Census 2001-04-29	Census 2011-03-27	Census 2021-03-21
Southwark	Borough	244,866	288,283	307,637
Old Kent Road	Ward	13,364	16,770	19,037
South Bermondsey	Ward	12,689	15,271	15,945
St Giles	Ward	12,791	15,132	15,945
North Walworth	Ward	10,128	11,256	15,843
Rotherhithe	Ward	11,838	13,995	15,626
Nunhead & Queen's Road	Ward	11,693	14,987	15,554
Camberwell Green	Ward	11,541	13,767	15,509
North Bermondsey	Ward	11,004	14,461	15,282
London Bridge & West Bermondsey	Ward	10,468	13,229	15,097
Peckham	Ward	11,262	14,493	14,785
Chaucer	Ward	13,762	14,266	14,732
Rye Lane	Ward	11,337	14,536	14,471
Goose Green	Ward	11,564	13,541	13,612
Newington	Ward	12,837	13,298	13,443
Surrey Docks	Ward	9,452	11,166	13,008
Faraday	Ward	13,108	13,657	12,465
Dulwich Wood	Ward	8,872	10,023	10,588
Dulwich Village	Ward	9,097	10,857	10,255
Peckham Rye	Ward	8,292	9,892	10,157
Dulwich Hill	Ward	7,912	9,171	9,592
Champion Hill	Ward	8,736	9,574	9,219
Borough & Bankside	Ward	6,819	8,577	9,013
St George's	Ward	6,298	6,364	8,456

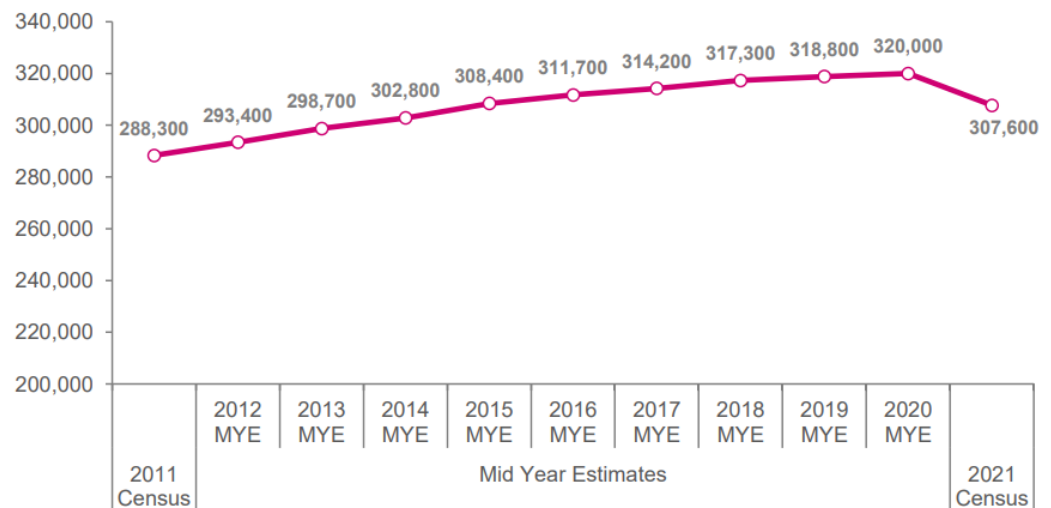
4.1.1 Population change

Between 2011 and 2021, Southwark's population grew by 7%, aligning with the growth rates for London (8%) and England (7%) in the same time period.³¹ Southwark's growth rate has been uneven between wards - the population of North Walworth increased by 3% from 2011 to 2021, whilst Faraday saw a

³¹ www.southwark.gov.uk/assets/attach/169631/Census-2021-Profile-Population.pdf

decrease of 0.91%.³⁰ In 2021, Southwark's population had decreased by 4% (12,400 people) from a mid-year ONS estimate taken in 2020.³¹

Figure 4: Estimated resident population of Southwark by year (2022)³¹



4.1.2 Age structure

Southwark has a relatively young population. In 2021, the average age in Southwark was 32.4 years.³² This is more than two years younger than the average age in London (34.9) and seven years younger than the average age in England (39.4).³² Southwark's 2023 JSNA provides a more detailed age breakdown of the population broken down by gender and compared to England's population, exploring the reasons for its fairly young average age (see the 2023 Southwark JSNA p14).

Since 2011, the age group that grew the most was adults aged 55-59 years (which grew by 59%, or 6,500 people).³¹ The age group that shrunk the most was infants aged 0-4. This age group decreased by 21%, or 4,400 children, reflecting a national decline in birth rates.³¹

4.1.3 Country of birth and ethnicity

In 2021, 57% of Southwark's residents were born in England.³³ This figure has fallen slightly from 57.9% in 2011.³³ This percentage is in-line with the London average (57.7%), but is notably lower than the England average (80.3%).³² 27% of Southwark's residents were born outside of Europe - primarily in Nigeria, Jamaica, and Ghana.³²

³² www.southwark.gov.uk/assets/attach/169610/Census-2021-Profile-Demography-and-Migration.pdf

³³ www.ons.gov.uk/visualisations/censusareachanges/E09000028

This trend differs from the 2021 London average, where the top countries of birth outside the UK and Europe were in South Asia - notably in India, Pakistan and Bangladesh.³² The 13% of Southwark residents born in Europe were mostly born in Italy (5,900 residents), Spain (4,500 residents) or France (3,800).³²

Borough & Bankside had the highest percentage of residents born outside the UK (49%), and Dulwich Village had the lowest (23%).³⁰

In 2021, 51% of Southwark residents were from a White ethnic background.³³ This figure ranged from 79% of residents in Dulwich Village to 28% of residents in Peckham.³⁰ In terms of a more detailed breakdown of this category, 36% of residents identified as '*White: English, British, Welsh, Scottish or Northern Irish*'.³⁴ This proportion is similar to the London average (37%) but is much lower than the average for England (74%).³⁴ The next largest ethnic groups in Southwark were '*Black, Black British, Caribbean or African*' (25%), followed by '*Asian*' (10%) and '*mixed or multiple ethnicities*' (7%).³⁴

4.1.4 Disability and health

In 2021, 14% of children and adults in Southwark (approximately 42,000 individuals) had a disability, a similar proportion to London and England.³⁵ However, rates of disability varied between wards.³⁵ In Old Kent Road, South Bermondsey, and Nunhead and Queen's Road, 17-23% of residents had a disability, compared to 6-14% of residents in London Bridge and Dulwich Village.³⁵

In October 2022, 19% of children in Southwark had a special educational need (SEN), in comparison to 17% of children in England.³⁶ This figure has increased in Southwark from 16% in 2018, and the borough now has the 3rd highest prevalence of SEN out of 32 London boroughs, an increase from the 5th in 2017.³⁶

In 2018, it was estimated that approximately 5,800 adults in Southwark had a learning disability.³⁷ Of these 5,800 residents, the largest cohorts consisted of individuals aged 25-29 and 30-34 years.³⁷

4.2 Migration

Approximately 49,000 people moved to Southwark between 2020 and 2021.³² This figure is equivalent to 16% of the borough's total population.³² By

³⁴ www.southwark.gov.uk/assets/attach/169632/Census-2021-Profile-Ethnicity-Identity-Language-and-Religion-1-.pdf

³⁵ www.southwark.gov.uk/assets/attach/177189/Census-2021-Profile-Health-Disability-and-Unpaid-Care.pdf

³⁶ <https://www.southwark.gov.uk/assets/attach/138285/SEND-JSNA-final.pdf>

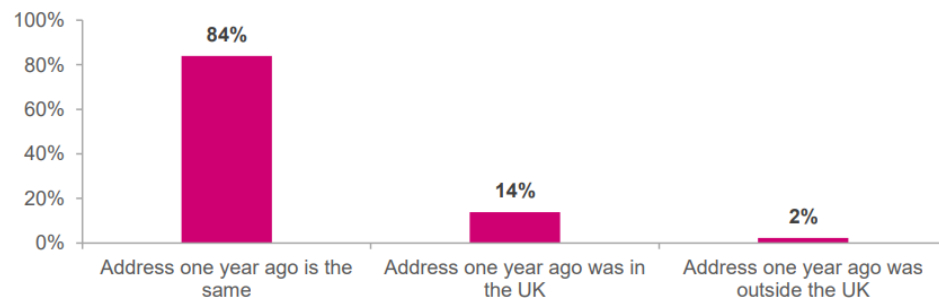
³⁷ <https://www.southwark.gov.uk/assets/attach/8359/JSNA-2018-Learning-Disabilities.pdf>

comparison, between 2010 and 2011, the number of people who moved to Southwark made up 9% of the borough's total population.³²

Of the 49,000 individuals who moved to Southwark between 2020 and 2021, the majority (approximately 41,600) had moved from elsewhere in England and Wales, and 6,800 people had moved to Southwark from outside the UK.³² Rates of migration vary across Southwark, with half of new residents from 2020-2021 moving into northern wards such as Borough and Bankside.³² This is likely due to the large amounts of new housing and development in these areas.³²

In 2018, 2,700 more people moved out of Southwark than moved in.³⁸ 64% of these 2,700 people moved to other parts of London.³⁸ Outward migration was the most common amongst people in their mid-30s or young children, and may reflect couples moving out of inner London to start a family.³⁸

Figure 5: Migration flows in the year prior to the 2021 Census, Southwark (2021)³⁹



The number of people seeking asylum in Southwark increased from 100 in 2019 to nearly 2,000 in 2022.⁴⁰ This is twice the number of asylum seekers hosted in Croydon, the London borough with the second highest number of asylum seekers.⁴⁰ Of the 2,000 asylum seekers living in Southwark in 2022, 984 were distributed between five initial accommodation centres (IACs) in the borough.⁴⁰ In 2022, Southwark was also hosting 403 Ukrainian refugees across 233 different households, 70% of whom were women, with an average age of 32.⁴⁰

4.3 Population projections

Population projections for the coming decade are included in the 2023 Southwark JSNA (see p7). In 2018, the largest increases in population growth were expected to be seen in redevelopment areas around Old Kent Road.³⁸

³⁸ www.southwark.gov.uk/assets/attach/7379/JSNA-Factsheet-2018-19-Demography-20180725.pdf

³⁹ www.southwark.gov.uk/assets/attach/169610/Census-2021-Profile-Demography-and-Migration.pdf

⁴⁰ www.southwark.gov.uk/assets/attach/196064/Asylum-Seeker--Refugee-Needs-Assessment_Executive-Summary_final.pptx

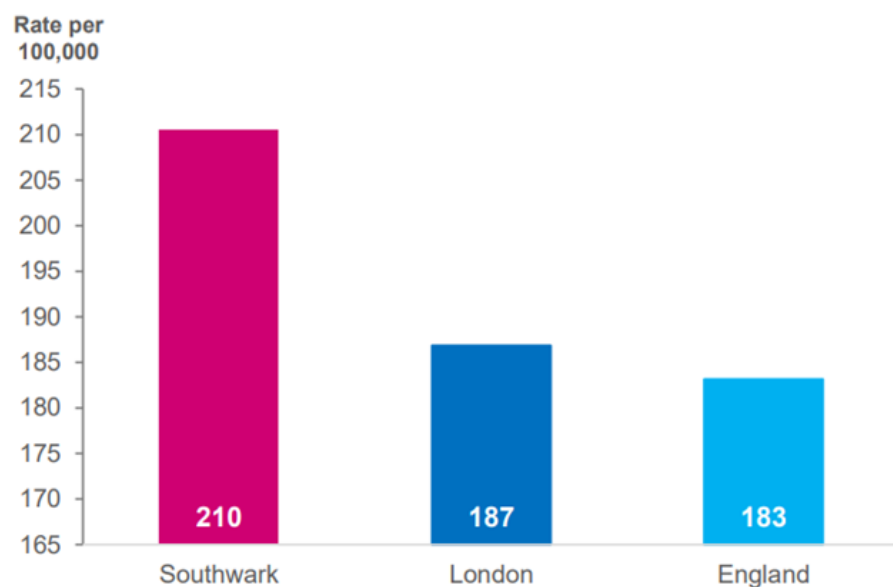
4.4 Births

For information on the number of live births in Southwark, including comparisons to London and England, and variation by wards, please see the 2023 Southwark JSNA (p32).

4.5 Deaths

For information on mortality rates in Southwark, including comparisons to London and England and variation by gender, please see the 2023 Southwark JSNA (p37). Figure 6 provides a high-level summary.

Figure 6: Age standardised mortality rate from preventable causes, per 100,000 population in Southwark (2023)⁴¹



Further data indicates that in 2023, it is estimated that heart and circulatory diseases are responsible for one in every four deaths in Southwark.⁴²

For information on infant mortality rates including changes in recent years, comparison to London, and the potential role of air pollution, please see the 2023 Southwark JSNA (p29 and p33).

Between 2018 and 2020, Southwark's child mortality rate, defined as the standardised rate of death due to all causes for persons aged 1-17 years, was

⁴¹ www.southwark.gov.uk/assets/attach/206524/JSNA-Annual-Report-2023.pdf

⁴² www.bhf.org.uk/-/media/files/health-intelligence/13/southwark-bhf-statistics.pdf

11.8 per 100,000.⁴³ This figure is higher than the child mortality rates in London (9.8) and England (10.3).⁴³ Southwark's child mortality rate has increased from 7.7 in 2015-2017.⁴³

4.6 Estimated life expectancy

Life expectancy at birth has increased steadily in Southwark, London, and England in recent decades.⁴⁴ In 2017, the life expectancy at birth in Southwark was 78.9 years for males and 84.4 years for females.⁴⁴ In 2017, male life expectancy in Southwark was lower than the London average (80.5 years) but female life expectancy was slightly higher than the London average (84.3).⁴⁵ In 2019, life expectancy improved for both sexes in Southwark – to 79.6 years for men and 84.9 years for women.⁴⁶

In 2019, improvements in life expectancy varied across Southwark. Life expectancy for both sexes was lowest in Nunhead & Queen's Road (74.1 years for men and 80.4 years for women).⁴⁴ In contrast, life expectancy was highest for both sexes in South Camberwell (86.3 years for men and 89.8 years for women).⁴⁴

4.7 Healthy life expectancy

Healthy life expectancy is the average number of years an individual spends in good health.⁴⁴ In 2020, healthy life expectancy in Southwark (63 years for men and 62 years for women) was lower than the averages for London (63.8 years for men and 65 years for women) and England (63.1 years for men and 63.9 years for women).⁴⁷ These figures put Southwark in 27th place for healthy life expectancy out of all 32 London boroughs.⁴⁸

Figure 7: Life expectancy at birth (2021) vs healthy life expectancy (2020) of men and women in Southwark (2023)⁴⁹

⁴³ www.fingertips.phe.org.uk/profile/child-health-profiles/data#page/0/qid/1938133228/pat/6/par/E12000007/ati/402/are/E09000028/iid/90801/age/177/sex/4/cat/-1/ctp/-1/yr/3/cid/1/tbm/1/page-options/tre-do-0

⁴⁴ www.southwark.gov.uk/assets/attach/9260/JSNA-Factsheet-2019-Life-Expectancy-20190415.pdf

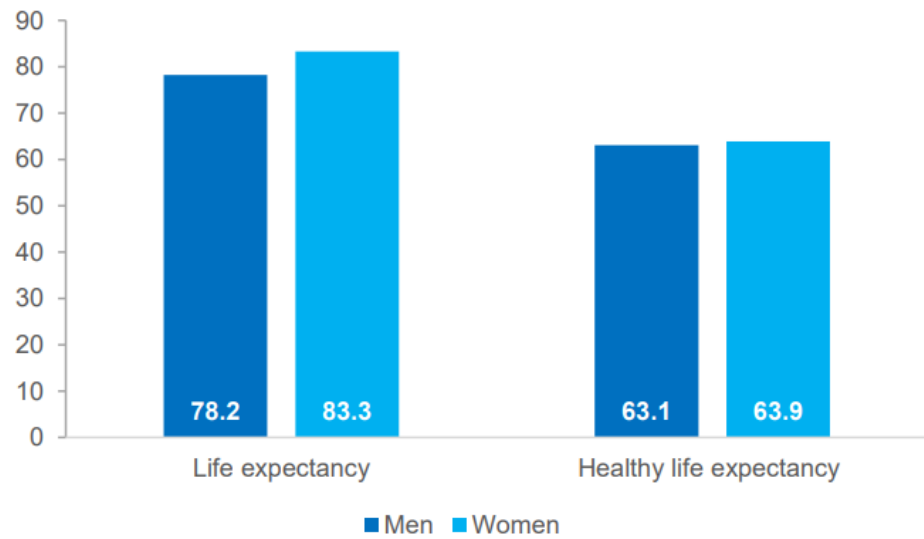
⁴⁵ www.statista.com/statistics/378883/life-expectancy-at-birth-london-by-gender

⁴⁶ www.moderngov.southwark.gov.uk/documents/s100232/Powerpoint%20-%20HWB%20monitoring%20report.pdf

⁴⁷ www.ons.gov.uk/peoplepopulationandcommunity/healthandsocialcare/healthandlifeexpectancies/bulletins/healthstatiexpectanciesuk/2018to2020

⁴⁸ www.trustforlondon.org.uk/data/life-expectancy-borough

⁴⁹ www.southwark.gov.uk/assets/attach/206524/JSNA-Annual-Report-2023.pdf



4.8 Households

A 'household' is defined as one person living alone, or a group of people living at the same address who share cooking facilities and a living room or dining area.⁵⁰

In 2021, there were 130,800 households in Southwark, an increase of over 10,000 since 2011.⁵⁰ The average household size in Southwark in 2021 has remained the same since 2011 at 2.3 people per household, and is similar to the average household sizes for London (2.5) and England (2.4), which have also not changed since 2011.⁵⁰ The average household size ranges across Southwark, from 1.6 people in Borough & Bankside, to 3.3 people in Faraday.³² In general, larger average household sizes were seen in central and southern Southwark.³²

4.8.1 Household types

In 2021, 33% of Southwark residents were living alone.³² This figure was slightly higher than the averages for London (29%) and England (30%) in the same year.⁵¹ In Southwark, the percentage of people living alone has changed little since 2011.³² Of the 33% of Southwark households, 7% (9,500 households) consisted of an individual aged 66 or older living alone.³² The largest proportions of households consisting of older people living alone were seen in Dulwich Wood ward (18%).³² The lowest proportions were seen in the northern wards of Rotherhithe and Surrey Docks (0-5%) reflecting the presence of student accommodation and a younger population.³²

In addition, in 2021, 25% of households in Southwark contained at least one dependent child.³² This has declined from 28% (approximately 1,100 households)

⁵⁰ www.southwark.gov.uk/assets/attach/169634/Census-2021-Profile-Housing.pdf

⁵¹ www.onlondon.co.uk/census-2021-londoners-who-live-alone-and-with-adult-children/#:~:text=Any%20perception%20that%20London%20is,average%20of%2031.9%20per%20cent.

in 2011.³² 9% of households consisted of a lone parent with at least one dependent child.³² This figure is lower than the London average (19%) for the same year.

4.8.2 Household disadvantage

Households are categorised as disadvantaged based on selected household characteristics.³² ⁵² Households were considered to be disadvantaged if they met one or more of four dimensions: employment, education, health and disability and housing quality.³²

In 2021, 51% of Southwark households were classed as disadvantaged.³² This figure is comparable with the percentage of disadvantaged households in England (51.6%) in the same year.⁵³

In 2021, 12% of all households (16,000 properties) in Southwark were overcrowded.⁵⁰ This is a decrease from 15% in 2011.⁵⁰ There was wide variation by ward:

- Peckham, Faraday, and Old Kent Road had the highest rates of overcrowding in Southwark, reported as over one-quarter of households in each of these wards.⁵⁰
- In contrast, Dulwich Village had the lowest rate, less than 6% of households.⁵⁰

In 2021, 3% of households in Southwark (4,000 households) did not have central heating in 2021.⁵⁰ This is higher than the England average of 1% in the same year.⁵⁴

⁵² For more detailed methodology on how household disadvantage is calculated, please see www.southwark.gov.uk/assets/attach/169610/Census-2021-Profile-Demography-and-Migration.pdf, slide 20.

⁵³

www.ons.gov.uk/peoplepopulationandcommunity/householdcharacteristics/homeinternetandsocialmediausage/bulletins/householdandresidentcharacteristicsenglandandwales/census2021#household-deprivation

⁵⁴ www.commonslibrary.parliament.uk/constituency-data-central-heating-2021-census

5 Our people: Children and young people

5.1 Child population

In 2021, there were 64,675 children and young people aged up to 19 years old in Southwark – 21.1% of the total population.⁵⁵ This is a slightly lower percentage for London (23.6%)⁵⁶ or England (23.1%).⁵⁷

5.2 Looked after children

5.2.1 Number and rate

In 2022, there were 457 looked after children (LAC) in Southwark.⁵⁸ This is a rate of 79 children per 10,000 aged under 18, a higher rate than England (70 per 10,000 children under 18) and inner London (64 per 10,000 children under 18).

As shown in Figure 8, Southwark's rate of LAC has generally decreased year by year since 2014, with the exception of 2017 and 2022 (the last year of available data). This recent increase is also seen for inner London and England.

In 2022, 67.3% of LAC in Southwark had special educational needs (SEN) (including those with a SEN statement/education, health and care plan (EHCP) and without).^{58 59}

The most recent demographic information about LAC is from 2021. In that year, most of the LAC in Southwark were male (59%). The most common ethnic group was Black/Black British (45%), followed by White (20%), Mixed/Multiple ethnic groups (20%), Asian/Asian British (5%) and Other ethnic groups (4%).

⁵⁵ https://www.nomisweb.co.uk/sources/census_2021/report?compare=E09000028#section_4

⁵⁶ https://www.nomisweb.co.uk/sources/census_2021/report?compare=E12000007

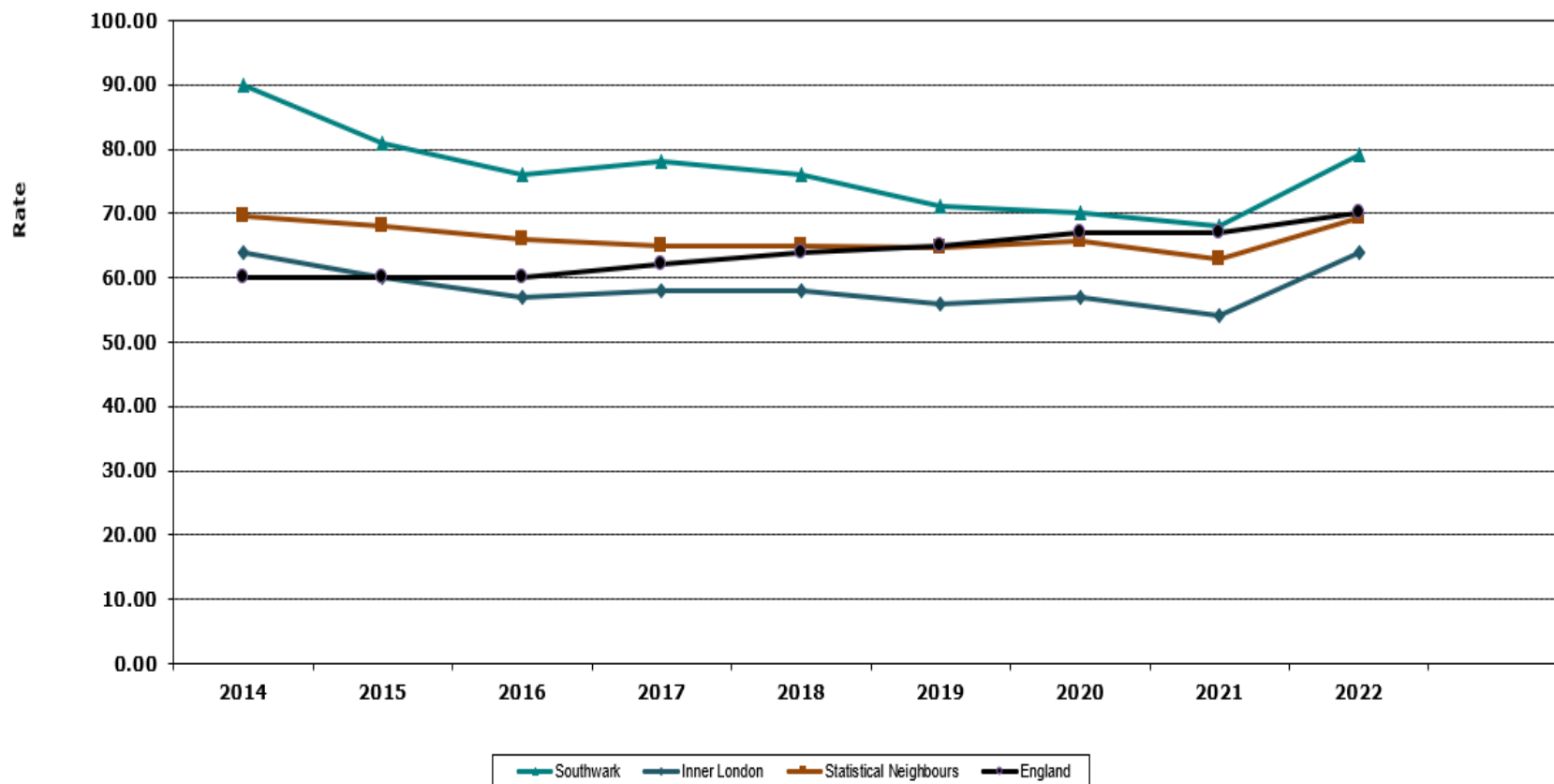
⁵⁷ https://www.nomisweb.co.uk/sources/census_2021/report?compare=E92000001

⁵⁸ <https://www.gov.uk/government/publications/local-authority-interactive-tool-lait>

⁵⁹ This percentage was calculated by combining the percentage of LAC recorded with SEN statements and the percentage of LAC recorded with SEN but without SEN statements.

Figure 8: Rate of LAC in Southwark in comparison to other areas (2023)⁵⁸

Children looked after rate, per 10,000 children aged under 18



5.2.2 Accommodation

34% of LAC in Southwark returned home in 2022 to live with parents or another person with parental responsibility.^{58 60} This is an increase of 7% from 2021.

In 2021, 77% of the LAC in Southwark were cared for by foster carers.⁶¹ 10% lived in residential accommodation, while 8% were living independently.

5.2.3 Educational outcomes

In 2022, 21.1% of LAC in Southwark were classed as persistent absentees.⁵⁸ This is slightly higher than the percentage for inner London (18.7%) and England (19.1%).⁵⁸ However, it is also a 13.9% decrease from 2021.

Southwark also had a higher percentage of LAC with at least one fixed term exclusion⁶² from school (13.4%) than for inner London (9.8%) and England (9.8%).⁵⁸ This has fluctuated in recent years – see Figure 9.

In terms of educational achievement, 21.3% of LAC in Southwark were achieving a GCSE pass rate in English and Maths in 2022.⁵⁸ This is in line with the percentage in England (22.1%), although lower than in inner London (26.8%).

There has been a decrease in the percentage of LAC in Southwark achieving this over the past two years (32.4% in 2020, 27.9% in 2021). By contrast, the change in inner London in the same period has been minimal (32.1% in 2020, 31.2% in 2021). The changes in percentages in England are less clear, with an increase between 2020 and 2021 (from 24.3% to 28.8%), before the notable decrease to the 2022 percentage.

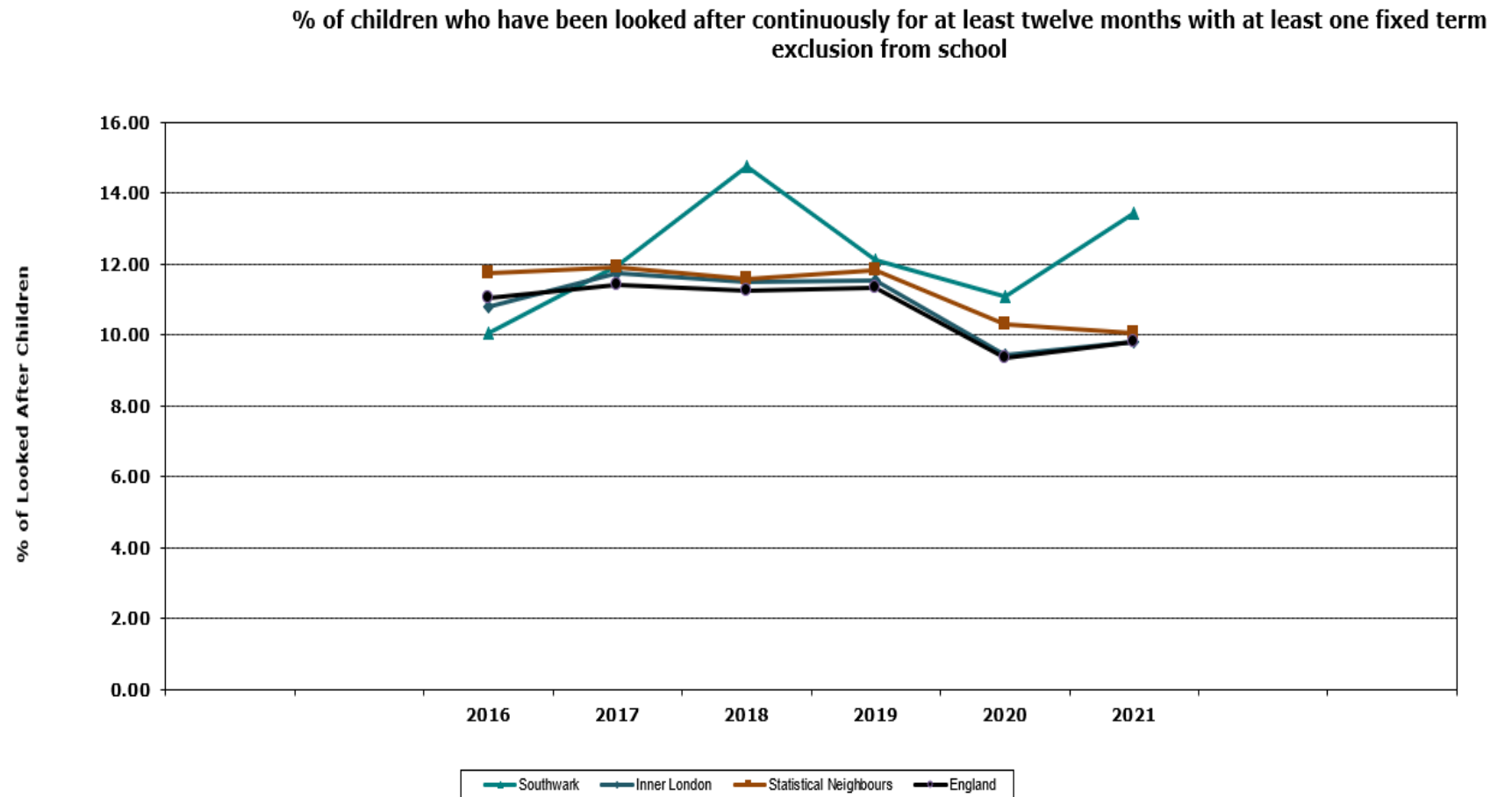
⁶⁰ This statistic is specifically for percentage of LAC returned home to live with parents or other person with parental responsibility part of the care plan. Data was not available for Southwark for those when the parent or other person with parental responsibility is not part of the care plan.

⁶¹

<https://moderngov.southwark.gov.uk/documents/s99637/Appendix%201%20Draft%20Corporate%20Parenting%20Strategy%202021-2024.pdf>

⁶² A fixed term exclusion refers to a pupil who is excluded from a school but remains on the register of that school because they are expected to return when the exclusion period is completed.

Figure 9: Percentage of LAC who have been excluded from school (2023)⁵⁸



5.2.4 Positive destinations

The percentage of LAC with long-term placement stability⁶³ in Southwark has increased from 70% in 2021 to 76% in 2022.⁵⁸ This is now higher than both inner London (70%) and England (71%).

9% of LAC in Southwark had three or more placements during 2022. This is in line with inner London (10%) and England (10%).⁵⁸

93% of care leavers in Southwark in 2022 were recorded to have suitable accommodation.⁵⁸ This is a higher percentage than both London (87%) and England (88%).

5.3 Child protection

Please see the 2023 Southwark JSNA for the number of children under child protection plans (CPPs) and the common causes of these plans (p37).

In 2022, the rate of children who are the subject of CPPs in Southwark was 49.9 per 10,000.⁵⁸ This was a decrease from the previous year in Southwark (59.5) but is higher than both the rate in inner London (36.9) and England (42.1).

Of those children who were subject of CPP in Southwark in 2022, for 18.6% this was not their first CPP.⁵⁸ This is a lower percentage than for England (23.3%) and is the same as inner London.

5.4 Mental health and wellbeing

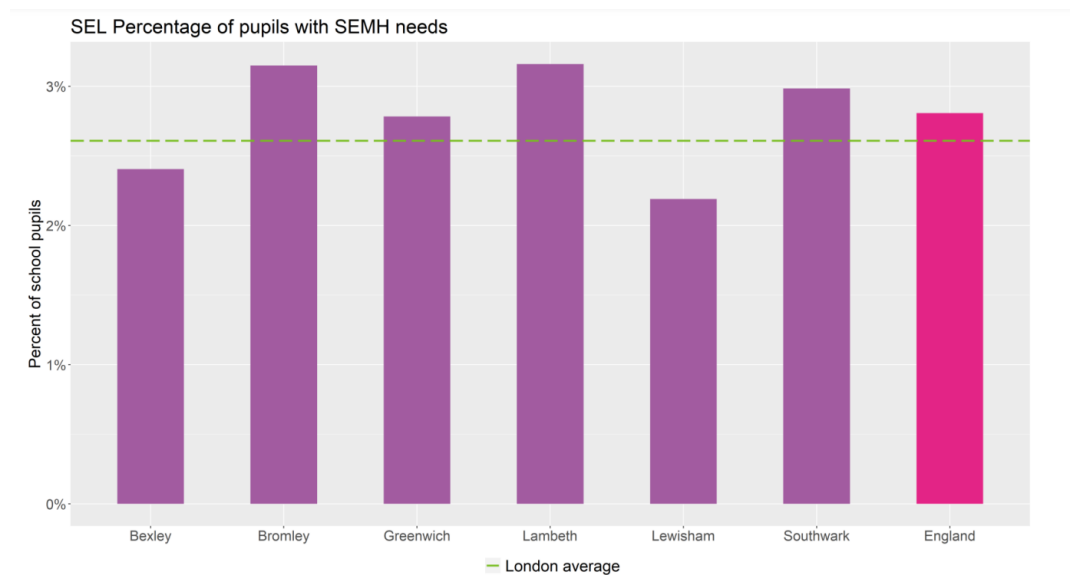
Information on the mental health of children and young people specifically in Southwark is available in the Mental Health JSNA 2017. This includes engagement for child and adolescent mental health services (CAMHS) and types of mental health disorders experienced. However, this information is over five years old.

According to data from 2020, around 3% of school pupils in Southwark have social, emotional and mental health needs (SEMH).⁶⁴ This is above the London average (2.6%). See Figure 10 for comparison with other boroughs in South East London.

⁶³ Defined as living in the same placement for at least two years, or placed for adoption and their adoption and their adoptive placement, together with their previous placement, last for at least two years.

⁶⁴ <https://www.transformationpartnersinhealthandcare.nhs.uk/wp-content/uploads/2021/05/Snapshot-SEL.pdf>

Figure 10: South East London boroughs' percentage of pupils with SEMH needs (2020)⁶⁴



5.5 Education

5.5.1 School and pupil numbers

In the 2022/23 academic year, there were 21,935 students in state-funded primary schools in Southwark.⁶⁵ This is similar to the average for local authorities in London (21,259).

For the September 2022 intake, Southwark Council received 2,965 secondary school applications,⁶⁶ an increase of 57 from the previous year.⁶⁷ 69.3% of families received an offer at their first preference school.

For information on the prevalence of students with support needs and comparisons between the numbers of pupils in special schools with England and London, see the Southwark 2022 SEND JSNA (p15).⁶⁸

⁶⁵ https://lginform.local.gov.uk/reports/lgastandard?mod-area=E09000028&mod-group=AllRegions_England&mod-metric=2204&mod-type=namedComparisonGroup

⁶⁶ These are on time applications.

⁶⁷ <https://www.southwark.gov.uk/news/2022/mar/southwark-sees-the-highest-percentage-of-first-choice-of-schools-offered-since-its-records-began>

⁶⁸ <https://localoffer.southwark.gov.uk/assets/attach/897/send-jsna-october-2022.pdf>

5.5.2 Absence

The overall absence rate in Southwark state schools in 2021/22⁶⁹ was 6.3%.⁷⁰ This is in line with London (6.6%). It is lower than the average for all English local authorities (7.5%).

5.5.3 Exclusions

In the academic year 2021/22, there were five permanent exclusions from state schools in Southwark.⁷¹ This is much fewer than the average number of exclusions in local authorities in London (17) and the number of exclusions in Southwark in the previous year (13).

The rate of permanent exclusions in Southwark in 2021/22 was 0.01 as a proportion of the overall school population that year.⁷¹ This is lower than the rates for both England (0.08) and inner London (0.03, the lowest rate compared to all other regions in England).

5.5.4 Attainment – Key Stage standards

Across Key Stages 1, 2, 4, and 5 (data was unavailable for Key Stage 3), Southwark's results in 2021/22 were similar to or compared favourably to those in London and in England.⁵⁸ Information is not available to compare attainment with the previous two years, and attainment was impacted by the COVID-19 pandemic, limiting comparability.⁵⁸

Key Stage 1

Southwark has similar percentages to inner London of pupils achieving the expected standard across Reading, Writing and Maths and their performance compares favourably to England as a whole.⁵⁸

Figure 11: Percentage of pupils achieving the expected standard across three subjects at Key Stage 1 in 2021/22⁵⁸

Area	% of pupils achieving the expected standard		
	Reading	Writing	Maths
Southwark	71%	65%	71%
Inner London	71%	64%	71%
England	67%	58%	68%

⁶⁹ Data for 2022/23 is available but only for the autumn term. The percentage is also similar (6.6%).

⁷⁰ <https://explore-education-statistics.service.gov.uk/find-statistics/pupil-absence-in-schools-in-england/2021-22>

⁷¹ <https://explore-education-statistics.service.gov.uk/find-statistics/permanent-and-fixed-period-exclusions-in-england>

Key Stage 2

A similar percentage of Southwark pupils achieved the expected standard as in inner London across Reading; Grammar, Punctuation and Spelling; and Maths.⁵⁸ Again, Southwark performed better than England.

Figure 12: Percentage of pupils achieving the expected standard across three areas at Key Stage 2 in 2021/22⁵⁸

Area	% of pupils achieving the expected standard		
	Reading	Grammar, Punctuation and Spelling	Maths
Southwark	80%	77%	75%
Inner London	80%	78%	77%
England	75%	72%	71%

At Key Stage 2, a lower percentage of pupils who were eligible for free school meals achieved the expected standard in Reading, Writing and Maths (54%) than the percentage of those not eligible for free school meals (73%), a difference of 19%.⁵⁸ This is a similar percentage difference to that in England between those eligible for free school meals and those not eligible (22%).

Key Stage 4

'Attainment 8' measures the average achievement of pupils in up to eight qualifications including English, Maths, and six further qualifications.⁷²

The average Attainment 8 score per pupil in Southwark for 2021/22 was 53.6.⁵⁸ This is similar to the previous two years (55 in 2021, 53.7 in 2020). It is slightly higher than the average in inner London (52) and higher still than the average in England (47.2).

There was a 10 point difference in the average Attainment 8 score of pupils eligible for free school meals (47) and those not eligible (57). This was five points fewer than the difference between these groups in England (15), but similar to the difference between these groups in inner London (9.5).

The percentage of pupils achieving a grade five or above in both English and Maths in Southwark was 59%.⁵⁸ This has been increasing in the last few years

⁷² This measures double weights if the combined English qualification or both language and literature are taken. Maths is also double weighted. The further qualifications can be GCSE qualifications or on the DfE approved list for non-GCSE qualifications.

(53.4% in 2020, 57.4% in 2021) and is also higher than both inner London (56.6%) and England (46.8%).

Key Stage 5

The percentage of students achieving grades of AAB or better at A-level (of which at least two are in facilitating subjects)⁷³ was 23%, in line with England (23.2%).⁵⁸

Average point scores for Applied General Studies and Tech Level qualifications were also higher than those in England:⁵⁸

- The Applied General Studies average point score was 33.75 in Southwark and 31.98 in England.
- The Tech Levels average point score was 35 in Southwark and 30.56 in England.

5.5.5 Participation of young people with a disability

For information on the educational outcomes and follow-on destinations of children and young people with SEN, plus comparisons with London and the rest of England, please see the 2022 SEND JSNA (p27).⁶⁸

5.5.6 Free school meals

For information on the percentage of children eligible for and claiming free school meals in Southwark, please see the 2022 SEND JSNA (p25).⁶⁸

5.6 Early years

5.6.1 Smoking during pregnancy

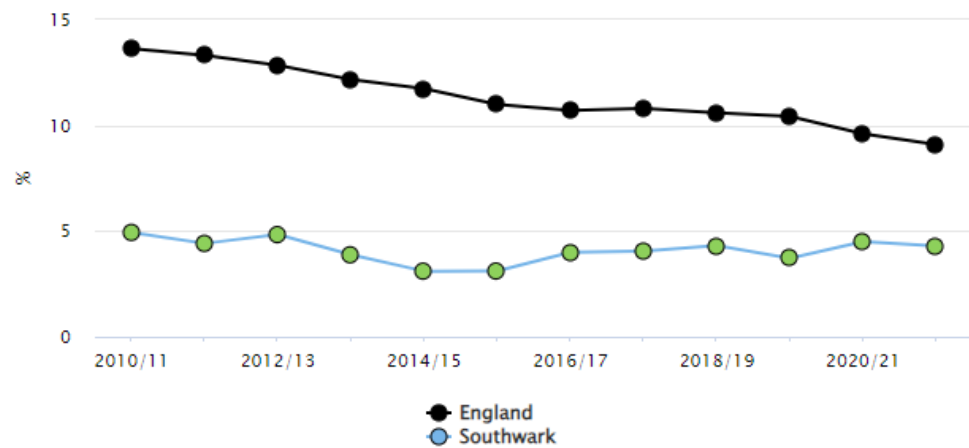
In 2021, in 4.3% of maternities in Southwark, the women were smokers.⁷⁴ This is a similar percentage to the previous year (4.5%), although it has fluctuated in the preceding years (3.7% in 2019/20, 4.3% in 2018/19, 4.0% in 2017/18).

The 2021/22 percentage is lower than the percentage in England (9.1%) and similar to the percentage in London (4.5%).⁷⁴

⁷³ These are subjects most commonly required or preferred by universities.

⁷⁴ https://fingertips.phe.org.uk/profile/child-health-profiles/data#page/4/gid/1938133222/pat/6/par/E12000007/ati/302/are/E09000028/iid/92266/age/179/sex/2/cat/-1/ctp/-1/yrr/1/cid/4/tbm/1/page-options/car-do-0_tre-do-1

Figure 13: Percentage of maternities in which the woman was smoking at time of delivery. Comparison between Southwark and England from 2010/11 to 2021/22⁷⁴



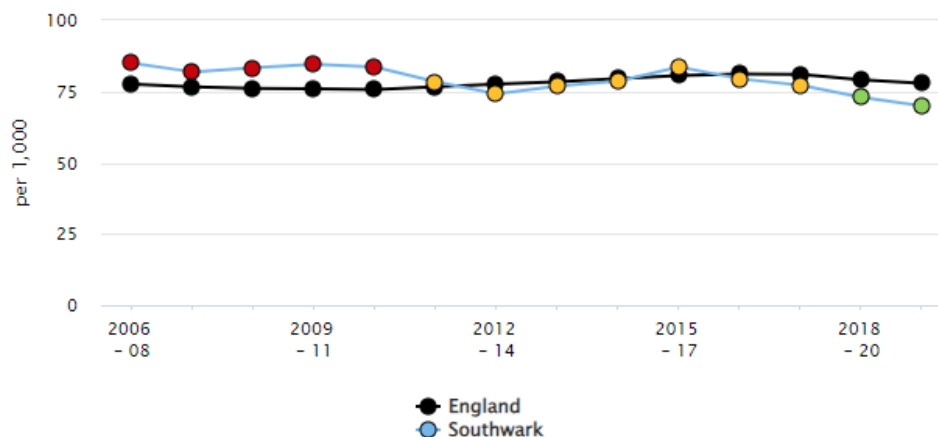
5.6.2 Low birth weight

In 2021, 7.5% of all babies born in Southwark had a low birth weight.⁷⁴ This is a decrease of 0.3% from the previous year, although percentages have fluctuated slightly in recent years (7.8% in 2020, 7.6% in 2019, 7.9% in 2018, 8.0% in 2017).

Southwark's percentage of babies with a low birth weight in 2021 is similar to London (7.6%) but slightly higher than England (6.8%).⁷⁴

5.6.3 Premature births

Between 2019 and 2021, there were 778 premature births (less than 37 weeks' gestation), i.e., 69.9 per 1,000 births.⁷⁴ This is a decrease from the previous two-year period (73 per 1,000) and follows a pattern of decreases since the 2015-2017 period. The 2019/21 figure is slightly lower than London (75.2 per 1,000) and England (77.9).

Figure 14: Rate of premature births in Southwark and England from 2006 to 2021⁷⁴

5.6.4 Breastfeeding

In 2021/22 in Southwark, 2,485 children were being breastfed at the time of their 6–8-week review.⁷⁴ This was an increase from the previous year (2,305), although the statistics are limited and therefore cannot suggest a pattern.

5.6.5 Immunisation

Data on population vaccination coverage shows that:

- **Hepatitis B (one year old):** In 2021, 91.9% of all children at age 12 months whose mother had positive Hepatitis B status had received the complete course of the Hepatitis B vaccine within Southwark.⁷⁵ There was no comparison data available for London or England.
- **Dtap IPV Hib⁷⁶ (one year old):** In 2021, within Southwark 88.2% of children whose first birthday falls within the year had received three doses of DTaP IPV Hib vaccine by their first birthday. This has fallen from a peak in 2013, where coverage was at 92.2%. The coverage rate within Southwark is higher than the coverage rate for London (86.5%) but lower than the coverage rate for England (91.8%).

⁷⁵ <https://fingertips.phe.org.uk/profile/child-health-profiles/data#page/1/qid/1938133228/pat/6/ati/402/are/E09000028/iid/92196/age/2/sex/4/cat/-1/ctp/-1/yr/3/cid/4/tbm/1>

⁷⁶ The combined DTaP IPV Hib is the first in a course of vaccines offered to babies to protect them against diphtheria, pertussis (whooping cough), tetanus, Haemophilus influenzae type b (an important cause of childhood meningitis and pneumonia) and polio (IPV is inactivated polio vaccine).

- **PCV (one year old):**⁷⁷ In 2019, within Southwark 90.2% of children for whom the local authority is responsible completed a course of PCV vaccine at any time by their first birthday. This has increased from a low of 86.5% in 2015. The 2021 coverage rate within Southwark was higher than the rate for London (89.1%) but lower than England (93.2%).
- **PCV booster (two years old):** In 2021, within Southwark, 76.3% of children for whom the local authority is responsible received a booster dose of PCV vaccine at any time by their second birthday. This represents a decrease from 2020, where coverage rates were 80.5% and from a peak in 2014 from 89.2%. The 2021 coverage rate for Southwark is lower than both London (80.9%) and lower than England (89.3%).
- **DTap IPV Hib (two years old):** In 2021, within Southwark 86.7% of Children for whom the local authority is responsible received three doses of DTaP IPV Hib vaccine at any time by their second birthday. This has decreased from 90.6% in 2020 and from a peak of 94.7% in 2014. The coverage rate for Southwark was lower than both London (87.2%) and England (87.2%).
- **Hib and MenC booster (two years old):**⁷⁸ In 2021, within Southwark 83.1% of children for whom the local authority is responsible received a booster dose of Haemophilus influenzae type b (Hib) and Meningococcal group C (MenC) vaccine at any time by their second birthday. This represents a decrease from 2020, where coverage was 84.7%. The 2021 coverage rate for Southwark was higher than London (79.8%) but lower than England (89%).
- **MMR**⁷⁹ **for one dose (two years old):** Within Southwark in 2021, 83.4% of all children for whom the local authority is responsible received one dose of MMR on or after their first birthday and at any time up to their second birthday. This represents a decrease from 2020, when coverage was 84.1% and from a peak of 90.2% in 2014. The Southwark 2021 coverage rate is higher than the rate for London (79.9%) and lower than the rate for England (89.2%).

5.6.6 Developmental concerns at 27-30 months

In 2021/22 in Southwark, 81.4% of children who received a two-to-two-and-a-half-year review were at or above the expected level in all five 'Ages and Stages

⁷⁷ The PCV vaccine protects against pneumococcal infections that can cause pneumonia, septicaemia or meningitis.

⁷⁸ The Haemophilus influenzae type b (Hib) and Meningococcal group C (MenC) booster increases the protection a child gets from the first course of Hib vaccine when they are 8, 12 and 16 weeks old, and the MenC vaccine when they are 12 and 16 weeks.

⁷⁹ MMR is the combined vaccine that protects against measles, mumps and rubella. The first MMR vaccine is given to children as part of the routine vaccination schedule, usually within a month of their first birthday.

Questionnaire 3' domains.⁸⁰ This has decreased from 84.9% in 2019/20. The 2021 rate was higher than both England (81.1%) and London (79.9%). *Please note, there are limitations to this data and it should be interpreted with caution.*⁸¹

Within the same period, 68.3% of children in Southwark were achieving a good level of development at the end of reception.⁸² This was higher than both the rates for England (65.2%) and London (67.8%).

For a further breakdown of the level of development at the end of reception please see slide 34 of Data Overview of the Children and Young People Population for Southwark Youth Services.⁸³

5.7 Child health

5.7.1 Child health service usage

Figure 15 presents child health service usage for Southwark, London and England.

In terms of ward-level data, from 2019 to 2021, St Georges had the highest rate of emergency admissions in children under five years old, with a rate of 144.6 per 1,000 of the population. The lowest was Dulwich Wood, with a rate of 64.5 per 1,000 of the population.⁸⁴

⁸⁰ <https://fingertips.phe.org.uk/profile/child-health-profiles/data#page/1/gid/1938133223/pat/6/par/E12000007/ati/402/are/E09000028/iid/93436/age/241/sex/4/cat/-1/ctp/-1/yr/1/cid/4/tbm/1/page-options/car-do-0>

⁸¹ For this source, data are received from local authorities via an aggregate data collection which was quality assured locally before submission to OHID. It is understood that there are many local data quality issues, and variability within and between areas in how and where the questionnaires are administered and the data are collected and processed, as well as variation in interpretation of the requirements of OHID's interim data collection. In the longer term, many of these problems will be resolved when the information is drawn from NHS Digital's CSDS, a record level source. Until then, these statistics should be interpreted with extreme caution.

⁸² Children are defined as having reached a good level of development if they achieve at least the expected level in the early learning goals in the prime areas of learning (personal, social and emotional development; physical development; and communication and language) and the early learning goals in the specific areas of mathematics and literacy.

⁸³ Data Overview of the Children and Young People Population for Southwark Youth Services, Southwark Council: London, 2023.

⁸⁴ https://www.localhealth.org.uk/?view=map12&indics=t2.emer_admin_v&lang=en

Figure 15: Child health service usage in Southwark, London and England⁸⁵

Child health service usage	Southwark	London	England
A & E attendances (ages 0 to 4 years) 2021 (per 1,000 of the population aged 0 to 4 years)	960.1	854.5	762.8
Hospital admissions caused by unintentional and deliberate injuries (ages 0 to 4 years) 2021 (per 10,000 of the population under the age of 5) ⁸⁶	77.9	82.9	103.6
Hospital admissions caused by unintentional and deliberate injuries (ages 0 to 14 years) 2021 (per 10,000 of the population under the ages of 15)	68.6	68.2	84.3
Hospital admissions caused by unintentional and deliberate injuries (ages 15 – 24 years) 2021 (per 10,000 of the population aged 15 to 24)	90.4	85.1	118.6
Hospital admissions for asthma (under 19 years old) 2021 (per 100,000 of the total population)	190.6	142.3	131.5
Hospital admissions for mental health conditions (under 18 years) 2021 (per 100,000 of the population aged 0 to 17 years)	87.4	75.0	99.8
Hospital admissions as a result of self-harm (ages 10 – 24 years) 2022 (per 100,000 of the population aged 10-24)	262.2	229.7	427.3

⁸⁵ <https://fingertips.phe.org.uk/profile/child-health-profiles/data#page/1/ati/15>⁸⁶ <https://fingertips.phe.org.uk/profile/child-health-profiles/data#page/1/gid/1938133236/pat/6/ati/402/are/E09000028/iid/90832/age/28/sex/4/cat/-1/ctp/-1/yr/1/cid/4/tbm/1>

5.7.2 Healthy weight/BMI

In 2021, the National Child Measurement Programme (NCMP) showed the following for all children in Southwark with a valid height and weight measure in reception (aged four to five):

- **Underweight:**⁸⁷ 1% of children were classified as underweight, lower than both London (1.9%) and England (1.2%).
- **Healthy weight:**⁸⁸ 75.1% were classified as having a healthy weight, slightly lower than both London (76.2%) and England (76.5%).⁸⁹
- **Overweight:**⁹⁰ 11.7% of children in reception were classified as overweight in Southwark, slightly higher than London (11.1%) but lower than England (12.1%).
- **Obese:**⁹¹ 12.2% were classified as obese (including severe obesity), higher than both London (10.8%) and England (10.1%).

Figure 16 shows a comparison between Southwark and England for the percentage of children in reception with a healthy weight in recent decades.

⁸⁷ For population monitoring purposes children are classified as underweight if their body mass index (BMI) is less than the 2nd centile of the British 1990 growth reference (UK90) according to age and sex.

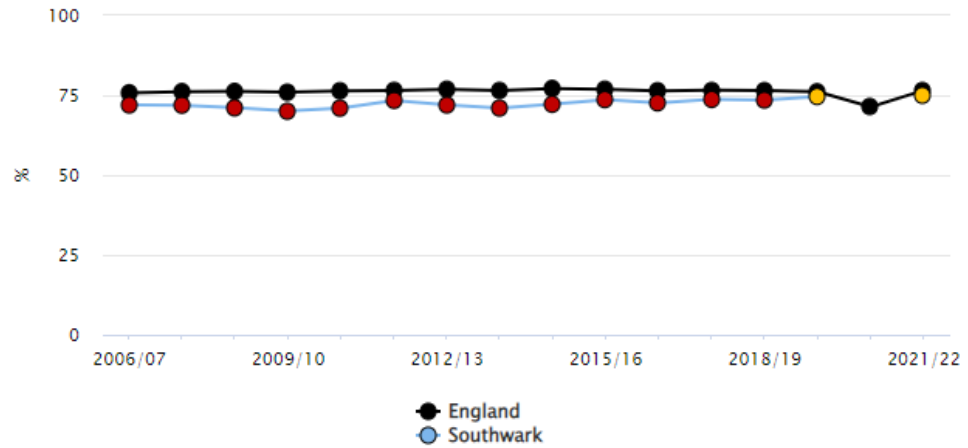
⁸⁸ For population monitoring purposes children are classified as healthy weight if their body mass index (BMI) is between the 2nd and less than the 85th centile of the British 1990 growth reference (UK90) according to age and sex.

⁸⁹ <https://fingertips.phe.org.uk/profile/national-child-measurement-programme/data#page/1/gid/8000011/pat/6/par/E12000007/ati/401/are/E09000028/iid/90323/age/201/sex/4/cat/-1/ctp/-1/yrr/1/cid/4/tbm/1/page-options/car-do-0>

⁹⁰ For population monitoring purposes children are classified as overweight if their body mass index (BMI) is on or above the 85th centile, but less than the 95th centile of the British 1990 growth reference (UK90) according to age and sex.

⁹¹ For population monitoring purposes children are classified as living with obesity if their body mass index (BMI) is on or above the 95th centile of the British 1990 growth reference (UK90) according to age and sex.

Figure 16: Percentage of children aged five to six years with a valid height and weight measured by the NMCP with a BMU classified as healthy weight from 2006 to 2022⁸⁹

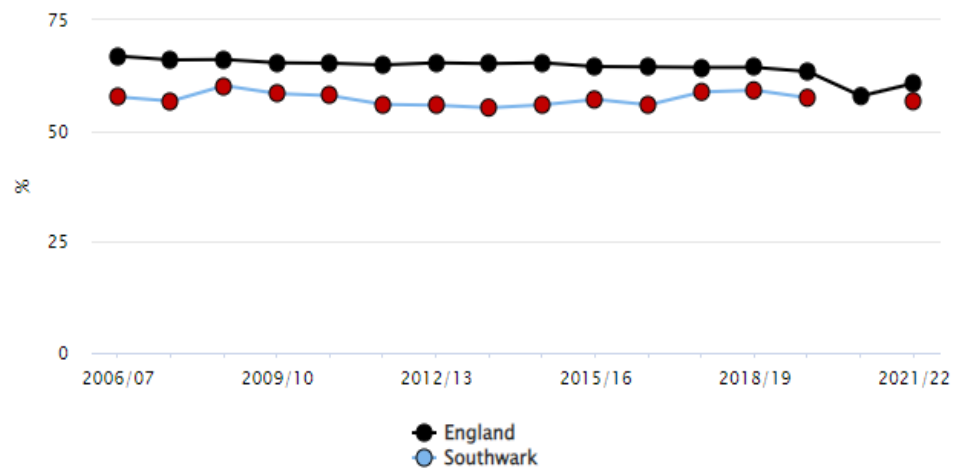


In 2021, the NCMP showed the following for all children in Southwark with a valid height and weight measure in Year 6 (aged 10 to 11):

- **Underweight:** 1% were classified as underweight, lower than both London (1.5%) and England (1.7%).
- **Healthy weight:** 56.6% were classified as having a healthy weight, slightly lower than both England (60.8%) and London (57.8%).
- **Overweight:** 15.1% were classified as overweight, higher than both London (14.7%) and England (14.3%).
- **Obese:** 27.1% were classed as being obese (including severe obesity), higher than both London (25.8%) and England (23.4%).

Figure 17 shows a comparison between Southwark and England for the percentage of children in Year 6 with a healthy weight in recent years.

Figure 17: Percentage of children aged 10-11 years with a valid height and weight measured by the NCMP with a BMI classified as healthy weight from 2006 to 2022⁹⁹



In 2021, Camberwell Green had the highest prevalence of children in reception who were classified as overweight (including living with obesity) at 32.9%.⁹² The ward with the lowest prevalence was Dulwich Village with 12.8%.

For children in Year 6, North Walworth had the highest prevalence of children who were classified as overweight (including living with obesity), with 50%. The ward with the lowest prevalence was again Dulwich Village, at 19.4%.

For further detail on healthy weight and childhood obesity in Southwark, including a breakdown of obesity and excess weight at ward level, please see Southwark's (January 2020) JSNA and slide 19 of the (2023) Data Overview of the Children and Young People Population for Southwark Youth Services.⁸³

5.7.3 Dental health

Amongst three-year-olds in Southwark in 2019, 6.6% had experience of visually obvious tooth decay. This was lower than both the rates for London (12.6%) and England (10.7%). In 2019 in Southwark each child had a mean of 0.17 decayed, missing or filled teeth (dmft).⁹³ This was lower than both the mean per child in both London (0.39) and England (0.31).

⁹² <https://www.localhealth.org.uk/#c=home>

⁹³ Mean severity of tooth decay in children aged three years based on the mean number of teeth per child sampled which were either actively decayed or had been filled or extracted decayed/missing/filled teeth.

In 2021, 16.0% of 5-year-olds in Southwark had experience of visually obvious dental decay.⁹⁴ This was lower than both the proportion in both London (25.8%) and England (23.7%). In 2018 for the same age group, in Southwark there was a mean of 0.76 dmft per child in 2018 – this was lower than both the mean for London (0.92 dmft per child) and England (0.80 dmft per child).

Across the period 2018/19 to 2020/21, there were 220 hospital admissions for dental carries (tooth decay) for children aged zero to five years.⁹⁵ This represents a rate of 304.8 per 100,000 of the zero to five population, higher than both the rates for London (280.1 per 100,000) and England (220.8 per 100,000).

5.7.4 Teenage pregnancies

In 2021, the under-18 conception rate (per 1,000 females aged 15-17) in Southwark was 12.7 per 1,000.⁹⁶ This was higher than the rate for London (9.5 per 1,000) and lower than the rate for England (13.1 per 1,000).

In 2021, the under-16 conception rate (per 1,000 females aged 13-15) in Southwark was 1.3 per 1,000. This was lower than the rates for both London (2.1 per 1,000) and England (1.5 per 1,000).

For further information regarding teenage conception rates please see slide 20 of Data Overview of the Children and Young People Population for Southwark Youth Services.⁸³

5.8 Smoking, alcohol and drug use

5.8.1 Smoking, e-cigarette, alcohol, and drug use

There was limited data regarding smoking, alcohol and drug use amongst children and young people in Southwark published within the last five years. The most recent comprehensive dataset was from the 'what about YOUth survey 2014' for wider health behaviours amongst 15-year-olds and a separate 2015 survey about their smoking behaviours.⁹⁷

⁹⁴ <https://fingertips.phe.org.uk/profile/child-health-profiles/data#page/1/qid/1938133263/pat/6/ati/402/are/E09000028/iid/93563/age/34/sex/4/cat/-1/ctp/-1/yrri/1/cid/4/tbm/1>

⁹⁵ Dental carries (tooth decay) and periodontal (gum) disease are the most common dental pathologies in the UK. The indicator is described in the data source as a good direct measure of dental health and an indirect, proxy measure of child health and diet.

⁹⁶ <https://fingertips.phe.org.uk/profile/child-health-profiles/data#page/3/qid/1938133222/pat/6/par/E12000007/ati/402/are/E09000028/iid/20401/age/173/sex/2/cat/-1/ctp/-1/yrri/1/cid/4/tbm/1>

⁹⁷ <https://fingertips.phe.org.uk/profile/child-health-profiles/data#page/1/qid/1938133229/pat/6/par/E12000007/ati/402/are/E09000028/iid/91491/age/44/sex/4/cat/-1/ctp/-1/yrri/1/cid/4/tbm/1/page-options/car-do-0>

5.8.2 Alcohol- and drug-related hospital admissions

In the period from 2018/19 to 2020/21, there were:

- **20 alcohol related hospital admissions** for young people aged under 18 in Southwark. This equates to 10.2 per 100,000 of the population, higher than London (14.3 per 100,000) but lower than England (29.3 per 100,000).⁹⁸
- **60 hospital admissions due to substance misuse** for those aged 15 to 24. This represented a rate of 53.9 per 100,000 of the population – lower than both London (56.5 per 100,000) and England (81.2 per 100,000).⁹⁸

5.9 Youth offending

In Southwark in 2021 there were 80 children aged 10-17 years who entered the youth justice system, which represents a rate of 3.1 per 1,000 of the population.⁹⁹ This has decreased from a peak in 2014 of 265 or 11.8 per 1,000. The 2021 rate for Southwark is higher than the rate for England (2.8 per 1,000) but lower than the rate for London (3.5 per 1,000). The decreasing trend in recent years is also seen for both London and England.¹⁰⁰

In 2021, there were 47 first time entrants to the youth justice system in Southwark,¹⁰¹ representing a rate of 184.5 per 100,000 of the 10 to 17-year-olds population by area of residence. This has fallen from a peak of 280 (1,227 per 100,000 of the 10-17 population) in 2010. The 2021 rate for Southwark is higher than both the rates for London (166.3 per 100,000) and England (148.9 per 100,000).¹⁰²

Between 2008 and 2018, in Southwark the youth reoffending rate was higher amongst males than females. It was highest amongst those from a White ethnic background, followed by those with an ethnic background classed as 'Other'. Figure 18 and Figure 19 detail the youth reoffending rate in South East London by gender and ethnicity.

⁹⁸ <https://fingertips.phe.org.uk/profile/child-health-profiles/data#page/1/qid/1938133225/pat/6/par/E12000007/ati/402/are/E09000028/yrr/1/cid/4/tbm/1/page-options/car-do-0>

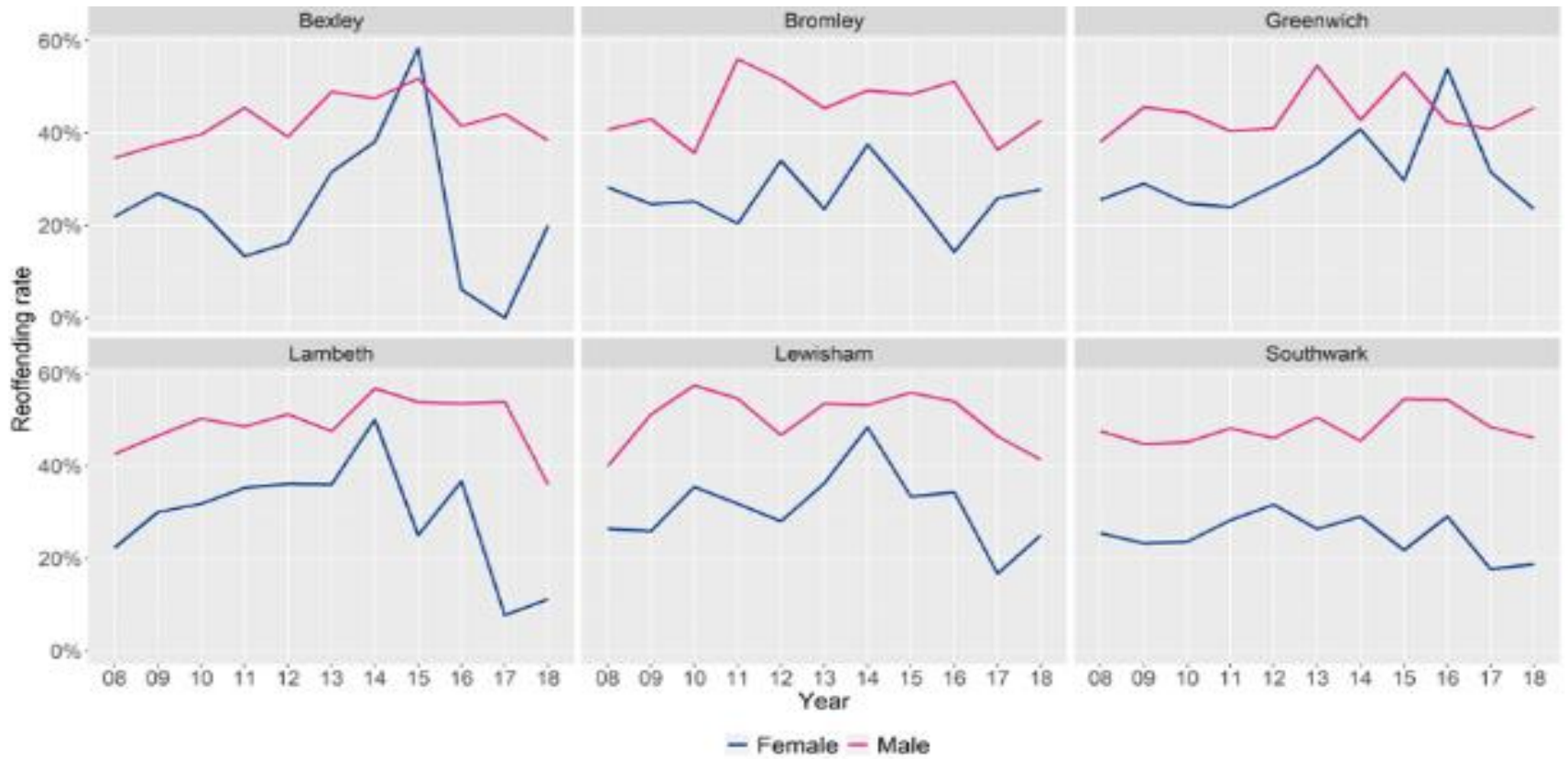
⁹⁹ Children and Young people aged 10 to 17 years cautioned or sentenced, rate per 1,000 population.

¹⁰⁰ <https://fingertips.phe.org.uk/profile/child-health-profiles/data#page/4/qid/1938133238/pat/6/par/E12000007/ati/402/are/E09000028/iid/10401/age/211/sex/4/cat/-1/ctp/-1/yrr/1/cid/4/tbm/1/page-options/car-do-0>

¹⁰¹ Rate of 10 to 17 year olds receiving their first reprimand, warning or conviction per 100,000 population.

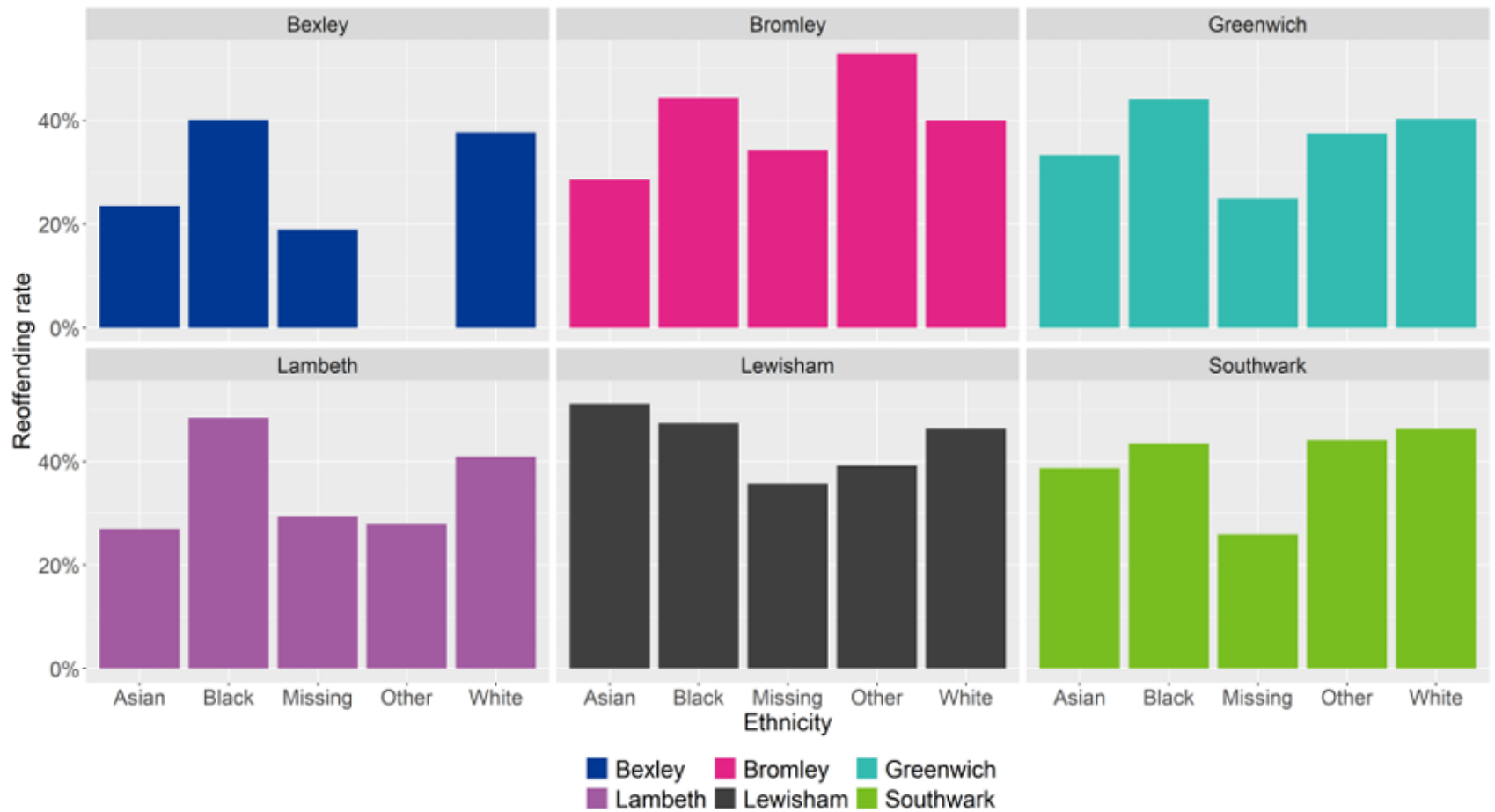
¹⁰² <https://fingertips.phe.org.uk/profile/child-health-profiles/data#page/4/qid/1938133225/pat/6/par/E12000007/ati/402/are/E09000028/iid/10401/age/211/sex/4/cat/-1/ctp/-1/yrr/1/cid/4/tbm/1/page-options/car-do-0>

Figure 18: Youth reoffending rate in South East London by gender between 2008-18¹⁰³



¹⁰³ <https://www.transformationpartnersinhealthandcare.nhs.uk/wp-content/uploads/2021/05/Snapshot-SEL.pdf>

Figure 19: Juvenile reoffending rate in South East London by ethnicity between 2008-18¹⁰³



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For a further breakdown of youth justice incidents within Southwark please see slide 19 of Data Overview of the Children and Young People Population for Southwark Youth Services.⁸³

6 Our people: Adults

6.1 Health behaviours

Please note, some of the areas covered in this section are also covered in the 2023 Southwark JSNA. Where specific additional data is available in the JSNA, page numbers have been noted for reference.

6.1.1 Alcohol use prevalence

In the period 2015-2018, 31.2% of adults in Southwark were drinking over 14 units of alcohol a week (the recommended limit for alcohol consumption per week).¹⁰⁴ This is notably higher than the London and England averages of 20.1% and 22.8% respectively.¹⁰⁴

Please see the 2022 Southwark JSNA for information on the proportion of adults in Southwark who are dependent drinkers, including comparisons with London and England (p27).

6.1.2 Alcohol-related hospital admissions

In the year 2021-2022, there were 1,945 hospital admissions for alcohol-specific conditions in Southwark, or 883 per 100,000 people.¹⁰⁴ This is 41% higher than the England average of 626 admissions per 100,000 people, and 50.4% higher than the London average of 587 admissions per 100,000 people.¹⁰⁴ There were 4,273 hospital admissions for conditions that were classed as broadly related to alcohol in the same period.¹⁰⁴

6.1.3 Alcohol-specific deaths

In 2021, there were 82 alcohol-related mortalities in Southwark, or 42 per 100,000 people.¹⁰⁴ This is slightly higher than the England average of 38.5 per 100,000 people, and notably higher than the London average of 32.5 per 100,000.¹⁰⁴ **Error! Bookmark not defined.** In 2020, there were approximately 1,014 potential years of life lost due to alcohol-related conditions for men in the borough, and 387 years for women in the borough.¹⁰⁴

¹⁰⁴ <https://fingertips.phe.org.uk/profile/local-alcohol-profiles/data#page/1/qid/1938133118/pat/6/ati/402/are/E09000028/iid/92774/age/168/sex/4/cat/-1/ctp/-1/yr/4/cid/4/tbm/1/page-options/car-do-0> Data on the levels of consumption of alcohol in Southwark has not been updated in this dataset since 2018.

6.1.4 Drug use prevalence

Data on the prevalence of problem drug use is limited. It was estimated in 2021 that there were 1,409 opiate and/or crack cocaine users not in treatment in Southwark.¹⁰⁵

6.1.5 Drug-related hospital admissions

In 2019-2020, there were 55 hospital admissions with a primary diagnosis of poisoning by drug misuse in Southwark, this equates to 17 per 100,000 population.¹⁰⁶ This is 42% higher than the London average of 12 per 100,000, but still notably lower than the England average of 31 per 100,000.¹⁰⁶ In the same period, there were 30 admissions with a primary diagnosis of drug-related mental and behavioural disorders, or nine per 100,000.¹⁰⁶ This was slightly lower than the London average of 11 per 100,000, and the England average of 13 per 100,000.¹⁰⁶

6.1.6 Drug-related deaths

In 2021, there were seven deaths registered related to drug misuse in Southwark. This is the lowest number of deaths of this kind in the borough since 2011, a 46% decrease on 2020 (13 deaths), and a 61% decrease on 2019 (18 deaths).¹⁰⁷ It is also lower than the inner London average of 10 deaths per borough in 2021.¹⁰⁷

There were nine deaths registered related to drug poisoning in 2021 in Southwark – substantially lower than previous years; 2020 (17 deaths), 2019 (26 deaths) and 2018 (24 deaths).¹⁰⁷ This number is also lower than the inner London average of 15 deaths per borough in 2021.¹⁰⁷

6.1.7 Substance Misuse Service use

In 2020, 132 people successfully completed treatment for drug misuse in Southwark.¹⁰⁸ Only one person waited more than three weeks for drug treatment – a substantially lower number than the previous two years; 2020 (eight people waited more than three weeks), and 2019 (seven people waited more than three weeks).¹⁰⁸

¹⁰⁵ [Public health profiles - Area Details \(phe.org.uk\)](https://publichealthprofiles.org.uk/area-details)

¹⁰⁶ <https://digital.nhs.uk/data-and-information/publications/statistical/statistics-on-drug-misuse/2020/drug-admissions-data-tables>

¹⁰⁷

<https://www.ons.gov.uk/peoplepopulationandcommunity/birthsdeathsandmarriages/deaths/datasets/drugmisuse-deathsbylocalauthority>

¹⁰⁸ [Public health profiles - Area Details \(phe.org.uk\)](https://publichealthprofiles.org.uk/area-details). Successful completion of treatment is defined by Public Health England as individuals who 'successfully complete drug treatment in a year and do not re-present to treatment within six months'.

105 people successfully completed alcohol treatment in 2020 in Southwark, and two people waited more than three weeks for treatment.¹⁰⁸ Nine people died during alcohol treatment from 2019 to 2021.¹⁰⁸

6.1.8 Smoking

It is estimated that in 2020, 15% of people aged 16 years and above in Southwark were cigarette smokers.¹⁰⁹ This is comparable with the London average of 13.9% and the England average of 14%.¹⁰⁹ 72.6% of people aged 16 years and above in Southwark had never smoked cigarettes – 10.1% higher than the London average of 62.7%, and 12.7% higher than the England average of 59.9%.¹⁰⁹

Among Southwark's population of adults in routine and manual occupations (between the ages of 18 and 64), there is a significantly higher prevalence of smoking. 26.7% of this group are current smokers – higher than both the London and England averages for this socioeconomic group (20.2% and 22.5% respectively).¹¹⁰

6.1.9 Obesity

In 2018-2019 there were 7,005 admissions to hospital with a primary or secondary diagnosis of obesity in Southwark, which equates to approximately 2,912 per 100,000 people in the borough.¹¹¹ This is markedly higher than the London and England averages of 1,418 and 1,615 per 100,000 people respectively.¹¹¹

In the same period, 150 Southwark residents had consultations for 'bariatric surgery' due to obesity.¹¹¹ 130 of these residents were women and 20 were men. This equates to 47 per 100,000 people – notably higher than the London and England averages of 18 and 13 per 100,000 people respectively.¹¹¹

6.1.10 Physical activity

In 2021-2022, 68.9% of adults in Southwark aged 19 and over were physically active (doing at least 150 minutes of physical activity per week).¹¹² This is comparable with the London and England averages of 66.8% and 67.3%

¹⁰⁹ [Cigarette smoking prevalence by local authority, England, 2020 - Office for National Statistics \(ons.gov.uk\)](https://www.ons.gov.uk/peoplepopulationandcommunity/healthandlife/articles/cigarette-smoking-prevalence-by-local-authority-england-2020) (City of London is excluded from the London average calculation of current cigarette smokers, as data on this borough was not available).

¹¹⁰ <https://fingertips.phe.org.uk/profile/health-profiles/data#page/1/qid/1938132701/pat/6/par/E12000007/ati/302/are/E09000028/iid/93085/age/1/sex/2/cat/1/ctp/-1/yr/1/cid/4/tbm/1/page-options/car-do-0>

¹¹¹ [Statistics on Obesity, Physical Activity and Diet 2020: Data tables - NHS Digital](https://www.nhs.uk/statistics-on-obesity-physical-activity-and-diet-2020)

¹¹² <https://fingertips.phe.org.uk/profile/physical-activity/data#page/1/qid/1938132899/ati/402/iid/93014/age/298/sex/4/cat/-1/ctp/-1/yr/1/cid/4/tbm/1>

respectively.¹¹² This figure has remained quite consistent in Southwark in recent years, fluctuating around the 70% mark since 2015.¹¹²

This figure drops substantially when looking at physical activity in children and young people in the borough in the same period (aged 5 to 18 years old). In this age group, 44.5% of people are physically active (doing at least 60 minutes of activity per day across the week).¹¹² Albeit a substantially lower figure than the proportion of physically active adults, this figure is still comparable with the England average of 44.9%, and higher than the London average of 41.9% during the same period.¹¹²

6.2 Mental health

6.2.1 Dementia

Please see the 2023 Southwark JSNA for information about dementia prevalence for the borough including emergency hospital admissions, and comparative figures for London and England (p54-55).

6.2.2 Deaths from suicide

In 2021 there were 13 registered deaths by suicide in Southwark. This is lower than previous years; 2020 (23 deaths), 2019 (34 deaths), and 2018 (17 deaths).¹¹³ This figure is comparable with the London average of 16 deaths by suicide per borough, also in 2021.¹¹³

6.2.3 Social isolation

In a survey conducted in 2019, 8.8% of Southwark respondents reported feeling lonely often.¹¹⁴ This figure is comparable with the London average. This figure was 16% among those who socially rent their home in Southwark and 2% among those who owned their own home.¹¹⁴ Southwark residents from non-white ethnic groups reported feeling lonely more often than residents from white ethnic backgrounds.¹¹⁴

6.2.4 Mental health and wellbeing

Please see the 2023 Southwark JSNA for information about the prevalence of common mental disorders in Southwark residents aged 16+ and aged 64+, as well as severe mental illness and comparisons with London and England (p34).

¹¹³

<https://www.ons.gov.uk/peoplepopulationandcommunity/birthsdeathsandmarriages/deaths/datasets/suicidesbylocalauthority> Number of deaths by suicide in 2021 may have been affected by the COVID-19 pandemic and subsequent lockdowns.

¹¹⁴ <https://moderngov.southwark.gov.uk/documents/s88179/Appendix%201%20loneliness%20strategy.pdf>

6.2.5 Life satisfaction

In the year up to March 2022, 6.5% of people in Southwark rated their life satisfaction as low, 16.4% as medium, 56.1% as high, and 21.1% as very high.¹¹⁵ These figures are broadly comparable with both the London and England averages, apart from slightly more people in Southwark rating their life satisfaction as 'low' (6.5%) compared with the London average of 4.6%, and slightly fewer people in Southwark rating their life satisfaction as 'very high' (21.1%) compared with the London and England averages of 23% and 26% respectively.¹¹⁵

6.3 Key diseases

6.3.1 Key diseases

Cancer is a leading cause of death in Southwark and accounted for around a quarter of all deaths in the borough in 2020.¹¹⁶ Cardiovascular diseases are the second largest cause of death in the borough, also accounting for around a quarter of all deaths (as of 2015).¹¹⁶ In 2021 the mortality rate for under-75s from cardiovascular diseases was 89.5 per 100,000 people in Southwark.¹¹⁷ This is markedly higher than the London and England averages of 74.3 and 76 respectively.¹¹⁷

The incidence of new Sexually Transmitted Infection (STI) diagnoses (excluding chlamydia for those aged under 25) was 2,662 per 100,000 people in Southwark in 2022.¹¹⁷ This is markedly higher than both the London and England averages of 1,171 and 496 per 100,000 people respectively.¹¹⁷

6.3.2 Cancer

The mortality rate in Southwark for under-75s from cancer was 119.1 per 100,000 people in 2021 – slightly higher than the London average of 110.2 per 100,000, but lower than the England average of 121.5 per 100,000.¹¹⁷

There is more data available on the incidence of cancer registrations at NHS Trust level: https://www.cancerdata.nhs.uk/incidence_and_mortality.

¹¹⁵

<https://www.ons.gov.uk/peoplepopulationandcommunity/wellbeing/datasets/headlineestimatesofpersonalwellbeing>

¹¹⁶ <https://www.southwark.gov.uk/health-and-wellbeing/public-health/health-and-wellbeing-in-southwark-jsna/health-conditions-and-health-care>

¹¹⁷ [Local Authority Health Profiles - Data - OHID \(phe.org.uk\)](https://www.localauthorityhealthprofiles.org.uk/)

6.3.3 Coronary heart disease (CHD)

As of April 2023, there were 4,710 people in Southwark with a diagnosis of Coronary Heart Disease (CHD), equivalent to approximately 1.3% of people in the borough.¹¹⁸ The British Heart Foundation estimate that there are approximately 18,000 total people in Southwark living with CHD in 2023, equivalent to 5.9% of people in the borough.¹¹⁸

6.3.4 Chronic obstructive pulmonary disease (COPD)

In the period 2021-2022, it was estimated that 1.2% of people in Southwark were living with Chronic Obstructive Pulmonary Disease (COPD).¹¹⁹ This is slightly lower than the England average of 1.9%.¹¹⁹ There were 66 deaths from COPD in Southwark in 2021, or 48.9 per 100,000 people in the borough. This is notably higher than the London average of 34.8 deaths from COPD per 100,000 people.¹¹⁹

6.4 Hospitalisations

Please see the 2023 Southwark JSNA for information on the following, including comparison to London and England:

- Emergency hospital admissions for violence including sexual violence (p28).
- Emergency hospital admissions for children under the age of five (p37).
- Emergency hospital admissions for intentional self-harm (p52).
- Emergency hospital admissions for injuries due to falls among older people (p54).

6.5 Home care and care homes

6.5.1 Care

In the year 2021-2022, there were 8,900 adults in Southwark aged 65 and over accessing long term social care support, per 100,000 people in the borough.¹²⁰ This figure is higher than the London average of 6,605 per 100,000 people, but is

¹¹⁸ <https://www.bhf.org.uk/what-we-do/our-research/heart-and-circulatory-diseases-in-numbers/incidence-and-prevalence-incidence-by-local-authority>

¹¹⁹

<https://fingertips.phe.org.uk/profile/inhale/data#page/3/gid/8000003/pat/6/par/E12000007/ati/402/are/E0900002/8/iid/253/age/1/sex/4/cat/-1/ctp/-1/yr/1/cid/4/tbm/1/page-options/car-do-0>

¹²⁰

<https://app.powerbi.com/view?r=eyJrjoiMDIhZGU4OWQtZTNmMi00MzNhLTIIYzQtNmFjZjg5MTI4YTBkIiwidCI6ImM3YzYzM1NGlyLTg1YiAtNDdmNS1iMjlyLTQ3YiQ4ZDc3NGVIMyJ9>

comparable with neighbouring borough Lewisham (9,000 per 100,000), and is slightly lower than Lambeth (9,900 per 100,000).¹²⁰

In the same period, there were 795 adults aged 18-64 years accessing long term support, per 100,000 people in the borough.¹²⁰ This is comparable with Lambeth (815 per 100,000), and slightly higher than Lewisham (690 per 100,000).¹²⁰

Please see the 2023 Southwark JSNA for information on the number of new services users supported by Adult Social Care and their most common reason for support (p53).

Data was not available on the number of people in Southwark who are receiving care in their own homes.

As of February 2023, 85.7% of care home residents in Southwark were state-funded, and 14.3% were self-funded.¹²¹ As of 2021, there were five care home beds in Southwark per 100 people aged 75+ in the borough – lower than the London and England averages of 7.1 and 9.4 per 100 people aged 75+.¹²²

6.5.2 Life in older age

In 2019 there were 10,744 older people living in poverty in Southwark – approximately 31.3% of the older population of the borough.¹²³ This is considerably higher than the England average of 14.2%.¹²³

In 2021, 50.2% of deaths in Southwark occurred in hospital, 32.8% at home, 10.2% in care homes, 4.2% in hospices and 2.5% in 'other places'.¹²⁴ These figures are comparable with the London averages across all places of death. However, 6.2% more deaths occur in hospital in Southwark than the England average (50.2% in Southwark vs. 44% in England), and 10% fewer deaths occur in care homes in Southwark than the England average (10.2% in Southwark vs. 20.2% in England).¹²⁴

¹²¹

<https://www.ons.gov.uk/peoplepopulationandcommunity/healthandsocialcare/socialcare/datasets/carehomesandestimatingtheselffundingpopulationengland>

¹²² <https://fingertips.phe.org.uk/profile/end-of-life/data#page/1/gid/1938133060/pat/6/par/E12000007/ati/402/are/E09000028/yr/1/cid/4/tbm/1/page-options/car-do-0>

¹²³ <https://fingertips.phe.org.uk/profile/end-of-life/data#page/1/gid/1938133387/pat/6/par/E12000007/ati/402/are/E09000028/yr/1/cid/4/tbm/1/page-options/car-do-0>

¹²⁴ <https://fingertips.phe.org.uk/profile/end-of-life/data#page/1/gid/1938132883/pat/6/par/E12000007/ati/402/are/E09000028/yr/1/cid/4/tbm/1/page-options/car-do-0>

6.6 Looking after own health and wellbeing

6.6.1 Unpaid carers

In Southwark in 2021 there were 18,820 unpaid carers.¹²⁵ 7,525 of these were male, and 11,295 were female. This is equivalent to about 7.2% of Southwark's residents being unpaid carers.¹²⁵ This is slightly below the London average of 7.8%.¹²⁵

¹²⁵

<https://www.ons.gov.uk/peoplepopulationandcommunity/healthandsocialcare/socialcare/datasets/unpaidcarebyagesexanddeprivationengland>

7 Our place

7.1 Our borough

7.1.1 Area

Southwark covers an area of 28.9 square kilometres and has a population of 307,700, or approximately 10,610 persons per square kilometre, as of 2021.¹²⁶ Southwark is the seventh most densely populated London local authority, with around 76 people living on each football pitch-sized area of land.¹²⁶

Within the borough, the most densely populated wards are Chaucer (19,453 people per square kilometre), Newington (18,806) and Peckham (18,499).¹²⁷ The least densely populated wards are College (3,931), Dulwich Village (4,660) and Peckham Rye (6,457).¹²⁷ For a full breakdown of the data by ward, see: <https://data.london.gov.uk/dataset/land-area-and-population-density-ward-and-borough>. Please see the 'Demography' section for a discussion of total population per ward.

7.1.2 Neighbourhoods

Southwark is made up of 23 wards – smaller areas within the borough that each have two or three local councillors representing residents. These wards are:

- Borough & Bankside
- Camberwell Green
- Champion Hill
- Chaucer
- Dulwich Hill
- Dulwich Village
- Dulwich Wood
- Faraday
- Goose Green
- London Bridge & West Bermondsey
- Newington
- North Bermondsey
- North Walworth
- Nunhead & Queen's Road
- Old Kent Road
- Peckham
- Peckham Rye
- Rotherhithe
- Rye Lane
- South Bermondsey
- St George's
- St Giles
- Surrey Docks

¹²⁶ [Southwark population change, Census 2021 – ONS](#)

¹²⁷ <https://data.london.gov.uk/dataset/land-area-and-population-density-ward-and-borough>

7.1.3 Priority localities

As of 2019, the most deprived ward in Southwark was Faraday.¹²⁸ The least deprived wards were Goose Green and Dulwich Village jointly.¹²⁸ For a full break down of the data by ward, see: <https://data.london.gov.uk/dataset/indices-of-deprivation>.

7.2 Communities

7.2.1 Community involvement

In 2020-2021, Southwark Council undertook qualitative research involving resident interviews and surveys, to increase understanding of local issues. Southwark residents reported low levels of voice and influence over local decision making, particularly among people with fewer resources, and Black, Asian and minority ethnic groups. That said, some residents interviewed were involved in decision making through local Tenant and Resident Associations and communications with their local MP.¹²⁹

7.2.2 Volunteering

There is limited data on the number and demographic make-up of volunteers in Southwark. Data from Community Southwark, the umbrella body for the voluntary and community sector (VCS) in Southwark, shows that there were 1,222 registered charities as of 2015, and many more organisations of different forms, such as social enterprises.¹³⁰

7.3 Housing

7.3.1 Dwellings

In 2023, there were 147,240 properties in Southwark – an increase of 2,250 (1.6%) on the number of dwellings in 2022.¹³¹ Most properties (58.5%) are in council tax bands A-C, with 32.7% in bands D-E, and 8.8% in bands F-H.¹³¹

As of 2021, the largest proportion of properties in Southwark are social rented properties (39.7%).¹³² The second largest proportion are privately rented

¹²⁸ <https://data.london.gov.uk/dataset/indices-of-deprivation> This dataset uses some ward names, such as 'College' that do not directly align with Southwark Council's list of 23 wards covered in 6.1.2.

¹²⁹ Southwark Council (2021). Understanding Southwark Summary report.

¹³⁰ <https://communitysouthwark.org/a-guide-to-getting-started/>

¹³¹ [Council Tax: stock of properties, 2023 - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/statistics/council-tax-stock-of-properties-2023)

properties (29%). 20.7% of properties are owned with a mortgage or loan, and 10.6% are owned by individuals outright.¹³²

7.3.2 Housing stock

As of 2022, Southwark's local authority housing stock totalled 37,683 dwellings.¹³³ This is a slight decrease from 38,183 in 2020. Since 2010, the total housing stock owned by Southwark has decreased by 6.1% - down from 40,120.¹³⁴

Of the local authority housing stock in Southwark, 9% are detached and semi-detached properties, 75% are purpose-built flats, and 13% are converted flats.¹³⁵

There were 11,304 people on the Southwark Council housing waiting list on 31st March 2022.¹³⁶ This is slightly higher than the average London borough waiting list size of 9,314, but still far lower than neighbouring boroughs Lambeth (33,640) and Tower Hamlets (21,840).¹³⁶ 3,142 people in Southwark were living in insanitary or overcrowded local authority housing in March 2022.¹³⁶ This is comparable with the London borough average of 3,306, and far lower than neighbouring boroughs Lambeth (15,205) and Tower Hamlets (9,374).¹³⁶

In the financial year 2021-2022, 120 local authority owned properties in Southwark were sold under the Right to Buy.¹³³

7.3.3 Supply of new housing

In the financial year 2021-2022, 1,390 new dwellings were completed in Southwark, and the building process was started for 900 new dwellings.¹³⁷ The data did not show how many of these dwellings were privately funded vs local authority funded.

¹³²

<https://www.ons.gov.uk/peoplepopulationandcommunity/housing/bulletins/housingenglandandwales/census2021#tenure>

¹³³ <https://www.gov.uk/government/statistical-data-sets/local-authority-housing-statistics-data-returns-for-2021-to-2022>

¹³⁴ <https://data.london.gov.uk/dataset/local-authority-housing-stock>

¹³⁵ https://www.southwark.gov.uk/assets/attach/2699/5_SE_SHMA_Chapter_3_The_dwelling_stock.pdf

¹³⁶ <https://www.gov.uk/government/statistical-data-sets/local-authority-housing-statistics-data-returns-for-2021-to-2022> waiting list sizes have not been adjusted for borough population sizes.

¹³⁷

<https://www.ons.gov.uk/peoplepopulationandcommunity/housing/datasets/housebuildingukpermanentdwellingsstartedandcompletedbylocalauthority>

7.3.4 Supported housing

As of 2022, there were 2,849 units of supported housing/housing for older people in Southwark, the majority being one-bedroomed flats.¹³⁸ Of these units, 23.6% were owned by local authority registered providers and 76.4% were owned by private registered providers.¹³⁸ The average weekly social rent for a supported housing unit in Southwark was £106.19 – comparable with the London average of £108.29.¹³⁸

7.3.5 Private rental sector

In the financial year ending March 2023, the average monthly rent in the private rental sector in Southwark was:

- £1,500 for a one-bedroomed property.
- £1,850 for a two-bedroomed property.
- £2,300 for a three-bedroomed property.
- £3,275 for a four or more bedroomed property.¹³⁹

The average rent across all categories (including studios and single rooms) was £1,800 in March 2023, an increase of 12.5% on the year 2021 where average monthly rent across the same categories was £1,600, and an increase of 18.7% on the 2018 average of £1,517 per month.¹⁴⁰

7.3.6 House sales

In 2022, the average purchase price for a residential property in Southwark was £545,000 – a slight decrease from £550,000 in 2021.¹⁴¹ The average property price peaked in the year ending March 2019, at £574,165.¹⁴¹ The number of

¹³⁸ [Registered provider social housing stock and rents in England 2021 to 2022 - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/statistics/registered-provider-social-housing-stock-and-rents-in-england-2021-to-2022)

¹³⁹ <https://www.ons.gov.uk/peoplepopulationandcommunity/housing/bulletins/privaterentalmarketsummarystatistics/nengland/april2022tomarch2023>

¹⁴⁰ <https://www.ons.gov.uk/peoplepopulationandcommunity/housing/bulletins/privaterentalmarketsummarystatistics/nengland/april2022tomarch2023>;
<https://www.ons.gov.uk/peoplepopulationandcommunity/housing/bulletins/privaterentalmarketsummarystatistics/nengland/april2021tomarch2022>;
<https://www.ons.gov.uk/peoplepopulationandcommunity/housing/bulletins/privaterentalmarketsummarystatistics/nengland/october2018toseptember2019>

¹⁴¹ <https://www.ons.gov.uk/peoplepopulationandcommunity/housing/datasets/medianhousepriceforationalandsubnationalgeographiesquarterlyrollingyearhpssadataset09>

properties sold in the borough decreased by 20.3% from 3,386 in 2021 to 2,699 in 2022.¹⁴²

7.4 Crime

7.4.1 Crimes and offences

The total number of crimes committed in the borough in the 12 months ending July 2023 was 40,356, a 5.8% increase on the number of crimes committed in the previous 12 months (38,157).¹⁴³ This equates to 126 crimes per 1,000 population, in the year ending July 2023.¹⁴³ This is notably higher (12.6% higher) than the London average of 112 crimes per 1,000 population.¹⁴³

In the year ending July 2023, the most common crimes and offences recorded in Southwark (excluding the 'other accepted crime' category) were:

- Theft (including theft from person, shoplifting, bicycle theft and other theft) (13,605).
- Violence against the person (including violence without injury, violence with injury, and homicide) (8,647).
- Burglary (including domestic burglary and burglary of business and community) (2,616).¹⁴³

The number of crimes varies across wards in the borough. In the 12 months ending July 2023, the highest number of crimes were committed in Borough & Bankside (3,802) and London Bridge & West Bermondsey (3,904).¹⁴³ The wards with the lowest number of crimes were Dulwich Hill (507), and Peckham Rye (606).¹⁴³ For a full break down of the data by ward, see: https://data.london.gov.uk/dataset/recorded_crime_summary.

7.4.2 Domestic abuse

In the 12 months to August 2022, there were 4,929 recorded incidents of domestic abuse in Southwark – a slight decrease from 5,062 in the 12 months to August 2021.¹⁴⁴ This equates to 16 recorded incidents of domestic abuse per 1,000 residents in the 12 months to August 2022.¹⁴⁴

The wards with the highest number of recorded incidents were Old Kent Road (386) and Peckham (328).¹⁴⁴ The wards with the lowest number of recorded

¹⁴²

<https://www.ons.gov.uk/peoplepopulationandcommunity/housing/datasets/numberofresidentialpropertysalesformationalandsubnationalgeographiesquarterlyrollingyearhpssadataset06>

¹⁴³ [Recorded Crime: Geographic Breakdown - London Datastore](#)

¹⁴⁴ <https://www.london.gov.uk/programmes-strategies/mayors-office-policing-and-crime/data-and-statistics/domestic-and-sexual-violence-dashboard>

incidents were Dulwich Village (57) and Dulwich Hill (71).¹⁴⁴ For a full break down of the data by ward, see: <https://www.london.gov.uk/programmes-strategies/mayors-office-policing-and-crime/data-and-statistics/domestic-and-sexual-violence-dashboard>.

7.4.3 Anti-social behaviour

In the 12 months ending March 2023, there were 9,069 recorded incidents of anti-social behaviour in Southwark – a decrease of 21% on the number of incidents in the 12 months ending March 2022 (11,428).¹⁴⁵ These incidents fall into three categories: nuisance (7,949), personal (839), and environmental (281).¹⁴⁵

7.5 Criminal justice and social work

Borough or ward-level data was not available on first convictions, reconvictions, police disposals, diversion from prosecution, community payback orders, bail supervision orders, or custodial sentences.

7.6 Safety

7.6.1 Dwelling fires

In 2022, there were 221 dwelling fires in Southwark, a 7.9% decrease on the number of dwelling fires in the borough in 2021 (240), and the lowest number of dwelling fires in at least the last 11 years.¹⁴⁶ There were 19 injuries resulting from dwelling fires in 2022 in the Southwark, down from 33 in 2021.¹⁴⁶ There were no fatalities from dwelling fires in Southwark in 2022.¹⁴⁶

7.6.2 Road safety

In 2018, there were 1,289 road collisions in Southwark involving fatal, serious, or slight injuries.¹⁴⁷ There were 1,100 slight injuries, 187 serious injuries, and two fatalities resulting from road collisions in the borough in 2018.¹⁴⁷

¹⁴⁵

<https://www.ons.gov.uk/peoplepopulationandcommunity/crimeandjustice/datasets/recordedcrimedatabycommunitysafetypartnershiparea>

¹⁴⁶ <https://data.london.gov.uk/dataset/lfb-fires-in-london-1966-2019---fire-facts>

¹⁴⁷ <https://data.london.gov.uk/dataset/road-casualties-severity-borough>

7.7 Climate change

7.7.1 CO2 emissions

In 2020, CO2 emissions in Southwark totalled 782 kilotons (down from 1,502kt in 2010).¹⁴⁸ Of this, 296kt is attributed to domestic use, 324kt to industrial and commercial use, 145kt to transport, and 17kt to non-road mobile machinery.¹⁴⁸ The London average for CO2 emissions per borough in 2020 was 777kt (excluding unapportioned emissions), putting Southwark's emissions close to the average across London.¹⁴⁸

Southwark currently has a net zero target of 2030.¹⁴⁹

7.8 Environment

7.8.1 Green space

Green space is important for the health and wellbeing of residents, as well as for environmental and economic reasons. Southwark has 78 green spaces in total that are available to the public, including parks, churchyards/cemeteries, nature reserves, playing fields and public woodlands.¹⁵⁰ 37.7% of Southwark is covered by green space.¹⁵⁰ This is lower than the London borough average of 43.6%.¹⁵⁰ However, when looking at the inner London boroughs only, Southwark is slightly higher than the average of 33.1%.¹⁵⁰

Green spaces are not spread evenly throughout the wards in Southwark. The wards with the highest percentage of green space coverage are Dulwich Wood (70.7%), Peckham Rye (65.5%), and Dulwich Village (62.5%).¹⁵¹ The wards with the lowest green space coverage are Borough & Bankside (9.4%), London Bridge and West Bermondsey (14.8%), and Old Kent Road (20.3%).¹⁵¹ For a full breakdown of the data by ward, see: <https://data.london.gov.uk/dataset/green-and-blue-cover>.

7.8.2 Natural heritage

Southwark's parks and open spaces are home to various wildlife. As of 2021, Southwark has 65 sites of importance for nature conservation, including seven local nature reserves.¹⁵² In 2021, Southwark Council reviewed the way they

¹⁴⁸ <https://data.london.gov.uk/dataset/leggi>; <https://data.london.gov.uk/dataset/leggi>

¹⁴⁹ <https://www.southwark.gov.uk/environment/climate-emergency/our-work/annual-report-2023?chapter=3>

¹⁵⁰ <https://data.london.gov.uk/dataset/spaces-to-visit>

¹⁵¹ <https://data.london.gov.uk/dataset/green-and-blue-cover>

¹⁵² <https://www.southwark.gov.uk/parks-and-open-spaces/ecology>

maintain grassed areas, which resulted in less grass mowing, more wildflowers and increased diversity of wildlife in these areas.¹⁵²

7.8.3 Household waste

In 2021-2022, 36% of collected household waste in Southwark was recycled or composted – 3% higher than the previous year.¹⁵³ Total household waste collection figures are available on a London-wide level at: <https://data.london.gov.uk/dataset/local-authority-collected-waste-management-london>. This data is not currently available at borough level.

7.8.4 Active travel

The 2022 Active Lives Survey showed that:

- 79.5% of Southwark’s residents walk or cycle for any purpose at least once per month.¹⁵⁴
- 75.5% walk or cycle at least once per week.¹⁵⁴
- 56.2% walk or cycle at least three times per week.¹⁵⁴
- 45.9% walk or cycle at least five times per week. This is a 4.7% improvement on 2021, when 41.2% of Southwark’s residents walked or cycled at least five times per week.¹⁵⁴

Across all frequency measurements (once per month, once per week, three times per week, five times per week), Southwark’s residents are more active than the England average. Particularly notable is the percentage of Southwark’s residents who walk or cycle at least five times per week, which is 11.7% higher than the England average (45.9% and 34.2% respectively).¹⁵⁴

7.8.5 Air pollution

Please see the 2023 Southwark JSNA for information about the largest sources of air pollution in Southwark and the effect of air pollution on mortality, including comparisons with London and England (p29).

For more granular data including the air quality index values of Southwark’s six air quality monitoring sites, see: https://www.erg.ic.ac.uk/weeklysitereport/WSRSelect.asp?la_id=28

¹⁵³ <https://data.london.gov.uk/dataset/household-waste-recycling-rates-borough>

¹⁵⁴ <https://www.gov.uk/government/statistical-data-sets/walking-and-cycling-statistics-cw>

7.8.6 Electric vehicles

As of July 2023, Southwark has a total of 1,756 electric vehicle charging devices, 25 of which are rapid charging devices.¹⁵⁵ This is equivalent to approximately 563 charging devices per 100,000 people in the borough – significantly higher than neighbouring boroughs Lambeth, Lewisham and Tower Hamlets (with 102, 76 and 112 per 100,000 people respectively).¹⁵⁵

¹⁵⁵ <https://maps.dft.gov.uk/ev-charging-map/index.html>



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Southwark 2030

Engagement Methodology and Outcomes

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Introduction

What is Southwark 2030?

Southwark 2030 is our shared vision for the borough developed by people who live, work, study and visit Southwark. It is underpinned by three elements:

1. **The borough's strengths** – Southwark 2030 builds on what the borough has already achieved and its strengths, focusing on the future and how the borough can move forward.
2. **A shared vision** – an understanding what people who live, work, study and visit Southwark want Southwark to be like in 2030. Building on what they have already told us is important, to identify their priorities for the future. It is about enhancing trust as we listen and respond to people and laying the foundations for future collaborative working with the public.
3. **Shared endeavour** - bringing partners together to develop ambitions and actions that will deliver Southwark 2030 and in doing so, deepening relationships and working collaboratively.

Methodology and co-design principles

Southwark 2030 has been developed in three stages. Each stage has been overseen by collaborative governance with local people and partners:

- **Co-design group** – a group made up of local VCS organisations, staff from strategic partners and Southwark Council staff. This group has developed the framework for engagement and the methodology underpinning each stage of work.
- **S2030 steering group** – chaired by Althea Loderick (Chief Executive, Southwark Council), this group is made up of senior staff from Anchor Institutions and Directors from Southwark Council. It has provided senior sponsorship and guidance to promote and support the development of Southwark 2030. Its members include Partnership Southwark, Community Southwark, Guys & St Thomas's NHS Foundation Trust, South London and Maudsley NHS Foundation Trust, Kings College London, London South Bank University, London College of Communication, Tate, Police, Better Bankside, Team London Bridge, Charter Schools Educational Trust, Vodafone UK, Peabody Housing Association.

We have worked through three stages to develop Southwark 2030:



Stage 1 – Research, collaborate and plan

- Mapped and examined the existing work that has been done and what people have told us was important, through desktop analysis, meetings with partners and council departmental management teams
- Held design workshops involving council staff and partners to develop a set of key principles, questions and methods for reaching people
- Co-designed the framework for engagement in Stage 2 through the Co-design Group and S2030 Steering Group

Stage 2 – Engage, listen and learn

- Planned and undertook extensive engagement across the borough, with over 2000 people getting involved through three different routes to engage
- Analysed the outputs from the engagement and identified key themes – this was done by:
 - Taking the notes captured during the conversations and grouping them into themes
 - Reviewing survey responses and identifying key messages
 - Comparing the feedback from the listening events and key messages from the survey against the themes generated from the conversations to identify any contradictory feedback or missing elements

Stage 3 - Test themes and ambitions

- Public testing - tested the ambitions and themes with the public to validate what we heard in stage 2
- Partners - via three workshops in May, June and July 2023, we developed 'ambitions' that reflect what people want Southwark to look and feel like in 2030
- Southwark 2030 - a focused document capturing the strengths of the borough, ambitions and themes.

Engagement with people who live, work, study and visit Southwark

Stage 1 Methodology

In November 2022, a workshop was held with Southwark Council staff and members of the Co-design group to develop design principles that would shape the way we engaged with the public.



Figure 1. How staff and partners wanted the public to feel during the process

From this workshop, three key principles were agreed to underpin the engagement approach:

Principle	What this means
Start from what people have told us	<ul style="list-style-type: none"> Use existing research, engagement and what people have told us is important to them as the start point for this work. Make sure we ask the questions/have the conversations that people haven't had in Southwark – i.e., what they want the borough to be in 2030
Involve not inform	<ul style="list-style-type: none"> Build the engagement approach with people inside and outside the council from the off Involvement means ownership in the long run
Breadth and depth	<ul style="list-style-type: none"> Be inclusive and ensure our reach is wide (e.g., hearing from people who do not normally take part) Make sure we cover communities across the borough, and not miss anyone or area out The engagement needs to be paced, with a range of options on how to engage available to people.

It was also important in the process to recognise the existing achievements and strengths of Southwark. Information boards with Southwark achievements were developed and used at events to share key successes with participants (see Annex A).

Stage 2 Methodology

During stage 2 (engage, listen and learn), the public could get involved in developing Southwark 2030 in three ways – conversation events, listening events and an online survey.

Conversation events

Eight in-depth conversations with people who live, work, study and visit the borough took place between 24 January and 8 March 2023.

Six of the events were in-person spread across the borough (see figure 2) and two were online. The conversations took place on different days of the week and different times of the day, including weekend and evening events to increase reach.

As these were the most in-depth opportunity to get involved, people were offered a £20 ‘thank you’ voucher to try and ensure attendance was as representative as possible of the borough’s diverse population.

The events were widely promoted through a single-issue Southwark 2030 edition of the resident e-newsletter, twitter, VCS, faith groups and TRA mailing lists and other avenues such as the Council’s business newsletter. Posters were put up in the libraries and housing officers also displayed posters.

Council staff received training and support to facilitate the table discussions at these events.

Listening events

Listening events were an opportunity for people to be involved in developing Southwark 2030 through existing meetings, forums and smaller-scale workshops (compared to conversation events). A toolkit was developed with the Co-design group to help community groups, networks and forums to run listening events themselves. People had the option to run the events themselves, and then to provide

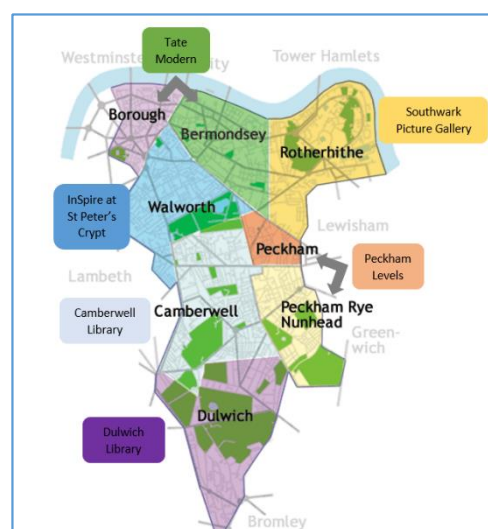


Figure 2 - Map showing the locations of in-person conversation events

feedback, or for the Southwark 2030 team to help facilitate or take notes at the discussions.

The toolkit was available on the Southwark 2030 webpages and was also promoted via:

- The Empowering Communities VCS mailing list, including over 200 organisations.
- Community groups that registered early interest at the Health AGM, Faith Leaders Forum and the Equalities and Human Rights Forum.
- Key contacts via staff involved in Southwark 2030.

A school's toolkit was also developed together with local schools, to enable them to run listening events with their pupils in a way which was more flexible and engaging to young people.

These were also supplemented with pop-up stands at specific locations where it was important to reach audiences which were less represented in the engagement, such as the Eid festival.

Students at the London College of Communication also designed methods to engage young people in Southwark 2030 as part of their user design masters degree. They tested them on local university students and one of the groups tested their game with students at Southwark College, which provided valuable input into the process.

Survey

An online survey was developed and made widely accessible through different formats, e.g., easy-read. This enabled people to contribute should they not be able to, or wish to, attend an event or take part in a listening activity. The survey was open from 16 January to 31 March 2023.

The same methods were used to promote the survey as the conversations. It was included in the Council's e-newsletter, twitter, VCS mailing lists, business newsletter and posters with the QR code were in libraries, where a hard copy version was also available.

Stage 3 Methodology

Stage 3 was an opportunity to test what we heard and the themes and ambitions from the engagement activity in Stage 2. There were three ways for the public to get involved:

- **Workshops** – three 90-minute events were held in different parts of the borough – Kingswood Arts Centre (Dulwich); Canada Water Theatre and Walworth Methodist Church – plus one additional session online. Participants received a £10 voucher as a ‘thank you’ for taking part.
- **Online survey** (including easy-read version) - the survey was advertised through the Council e-newsletter, VCS mailing list and directly via email with participants from stage 2.
- **Post boxes in public spaces** – Southwark 2030 boards and boxes were placed in different locations across the borough including youth centres, libraries, family centres, Southwark Pensioners Centre and Council offices. People were able to complete a feedback card and post it in the box.



In addition to the public testing, three partner workshops were held from May-July 2023. These were an opportunity for partners to reflect on the themes from the engagement and begin working together and what role they would play in supporting the borough to achieve the ambitions for Southwark 2030.

The series of workshops focused on:

- **Workshop 1 (23 May 2023)** – reflecting on the themes and draft ambitions from Stage 2 engagement and identifying existing activities that partners are working on that align with/deliver the themes and ambitions.
- **Workshop 2 (15 June 2023)** – reviewing partner commitments, agreeing which partners are aligned to particular ambitions, exploring how partners can work together as well as individually to deliver Southwark 2030
- **Workshop 3 (27 July 2023)** – considering what might be required to deliver Southwark 2030, e.g. time-limited ‘challenges’ that multiple partners could work on with people who live, work or study in the borough

Who engaged

In stage 2, over 2,200 people who live, work, study or visit Southwark got involved in the development of Southwark 2030. 220 people got involved in Stage 3 to test what we heard from stage 2 and the draft ambitions

Throughout the process, we collected data on who was taking part and their backgrounds to ensure we reached as many people as possible through the engagement activity. For example, early in stage 2 we became aware that the Latin

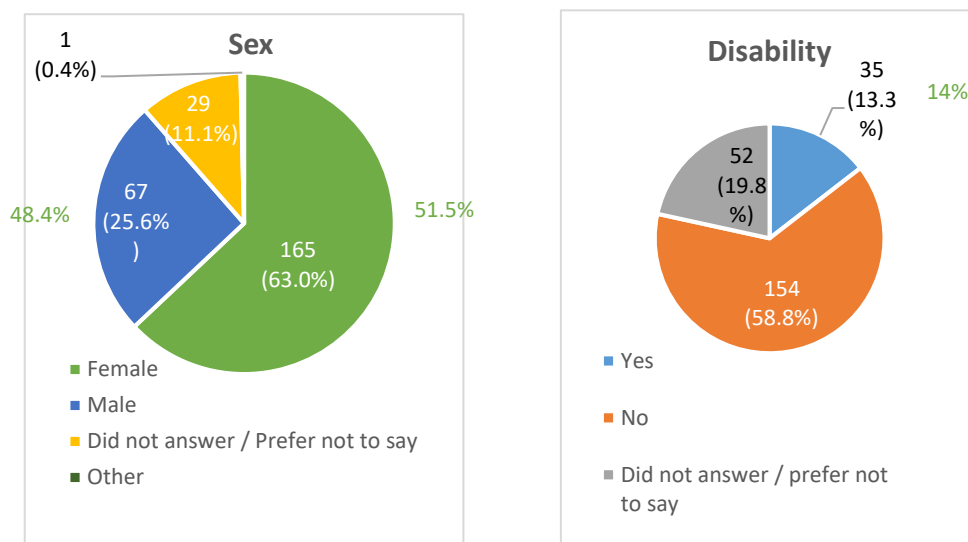
American community were not as represented as we had hoped. To address this gap, we worked with local organisations Latin American Women's Rights Service (LAWRS) and Indoamerican Refugee and Migrant Organisation (IRMO) to encourage their networks to attend the Conversations, to run drop ins at pre-existing groups and in one instance run a dedicated Southwark 2030 focus group. This successfully enabled us to ensure the voice and ideas of this community were reflected.

The following sections provide detailed information on the demographics of attendees at the conversations and those who responded to the survey. Whilst we did not collect data on those who participated in Listening events, the list of groups who took part demonstrates the diversity of groups and communities who engaged through this route.

Stage 2 - Conversations

Over the course of the eight conversations, we spoke to 262 residents.

The following diagrams show the breakdown in terms of sex, disability, age and ethnicity of the people who attended the events:



Percentages in green denote % of Southwark's population according to the 2021 Census

Sex

Females were slightly overrepresented in Southwark 2030 Conversations making up 63% of attendees compared to being 51.5% of the borough's population.

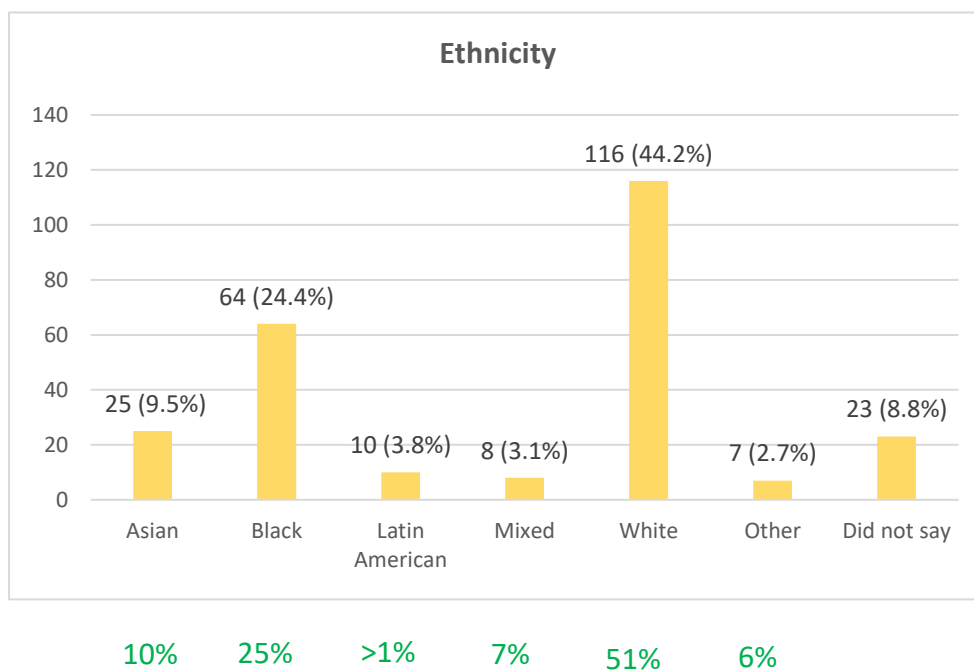
Recognising the need to hear from more males we reached out to several organisations who targeted men and had mixed success. We were able to hear from a considerable number of young males through the Latin American football teams as well as via our youth clubs. A higher percentage of males engaged with the survey (35% of respondents compared to 25% attending conversations).

Disability

13.3% of attendees at the Southwark 2030 Conversations declared themselves to have a disability which is similar to the borough's population, of which 14% are disabled. To note, there were a significant number (19.8%) of attendees who did not answer the question about whether or not they had a disability.

Ethnicity

Attendance at Southwark 2030 conversation events was broadly representative of the borough's different ethnic backgrounds. There was a slight over representation of the Latin American community as these were a group from whom the council particularly wanted to hear from due to historically low levels of engagement.



Percentages in green denote % of Southwark's population according to the 2021 Census

Age

Compared to the Census 2021 data less younger people (under 34) attended the conversations and this was particularly prevalent for those under 18. We were aware this may be an issue and developed a work stream specifically looking at reaching out to young people. This included, youth clubs, schools, colleges and other groups that engage with young people (for example several Latin American football teams) to ensure their ideas were heard through the process. A more detailed breakdown of these groups is provided below.

CENSUS: Age bracket	%	S2030: Age bracket	% (equivalent Census %)
Under 19	21.0%	Under 18	0.8% (21.0%*)
20 -24	8.3%	18 – 24	5.3% (8.3%**)
25 – 29	12.4%	25 – 34	15.6% (23.8%)
30 – 34	11.4%		
35 - 39	8.6%	35 – 44	18.7% (15.7%)
40 - 44	7.1%		
45 - 49	6.5%	45 – 54	15.3% (12.8%)
50 - 54	6.3%		
55 - 59	5.7%	55 - 64	19.5% (10%)
60 - 64	4.3%		
65 - 69	2.7%	65 – 74	9.9% (4.9%)
70 - 74	2.2%		
75 - 79	1.4%	75 – 84	4.2% (2.5%)
80 - 84	1.1%		
85 - 89	0.6%	85 – 94	0% ***
90 +	0.4%		
		95+	0.4% ****
*Census data records under 19			
**Census data records 20 - 24			
*** Census data records 85 – 89			
**** Census data records 90+			

Those aged over 35 were slightly more represented in our conversation events, particularly the 55 – 64 year old age group who made up 19.5% of attendees as opposed to representing just 10% of the population. This may speak to their ability to attend events and pre-existing levels of engagement with the council.

Stage 2 - Listening Events

Over 780 people took part in listening events.

Many of these events took place within existing meetings. However, a small number of listening events were organised as dedicated Southwark 2030 discussions, such as the Southwark Pensioners event. As listening events were undertaken through existing meetings and forums, demographic information was not captured through this part of the process.

Listening events included:

Event	Number of people that attended
Black Parents Forum	156
Multi-ward forum x5	164
Youth services x6 (WHYC Nunhead, Coin Street, the OBC + youth centres at Success House, Brandon and DTC)	~130
Youth Parliament	~5
LCC Group 1 (incl. Southwark College)	~20
Southwark Parks Association	~50
Bede House	6
Walworth Society	~10
Link Age	~10
Care leavers and looked after children	12
Restorative Justice 4 all	19
Pause	19
It takes a village	13
Bermondsey Street, London	~5-10
Southwark staff listening event	37
Southwark Pensioners	29
Southwark Living Streets	12

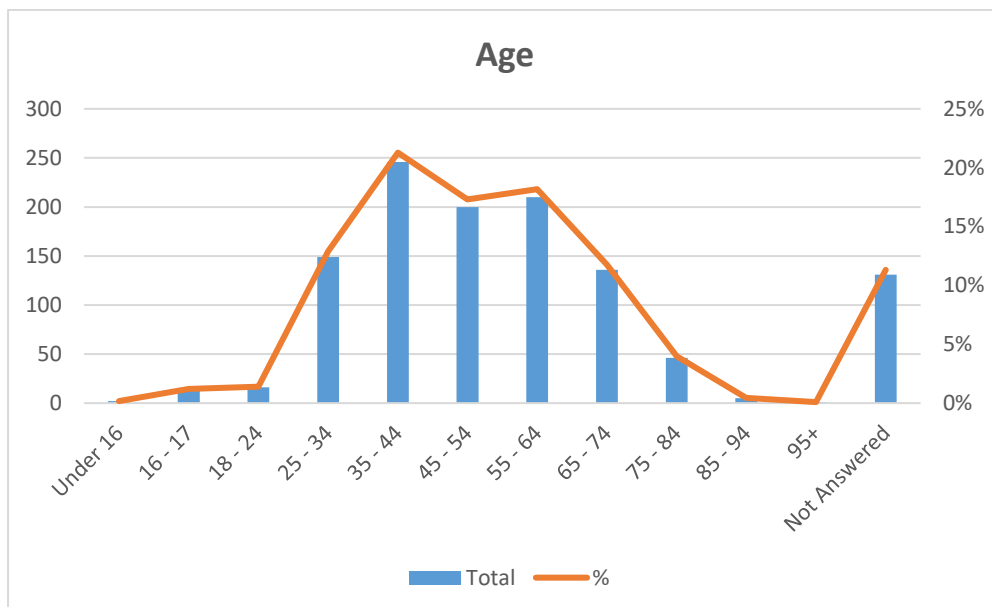
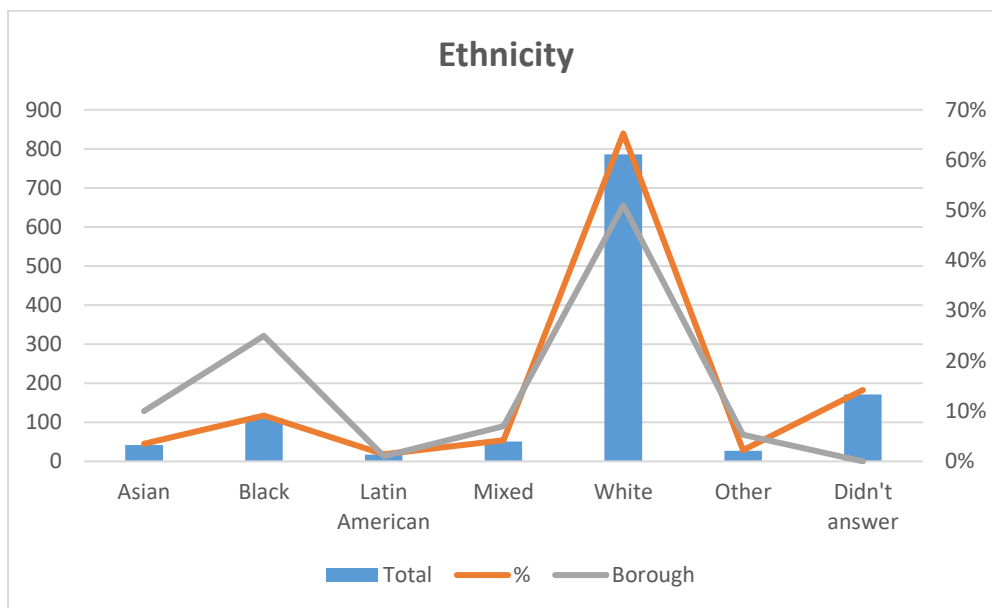
North Walworth Labour Group	~10-15
Time & Talent groups x2	29
Climate Conference	<10
Primary School drop-in	11
Latin American football teams	62
TRAs x2 (Brandon 3 and Astbury Road) + a community collective	23
Pecan / Southwark foodbank	~15
IRMO + LAWRS coffee morning	~30
Somali Integration & Development Association	~10
SEND parents group	5
STAG youth group	12
LGBTQ+ centre	<5
Eid Festival	~10-15

The listening toolkit was also used by community groups who chose to upload short 'vox-pops' of their vision for Southwark 2030 directly to Twitter, which can be found by [clicking here](#).

Stage 2 - Survey

We received over 1200 responses to the survey, with 1156 responses to the main survey and 48 responses to the easy-read version.

- 13% of respondents said they had a disability compared with 14% of the population
- 48% were Female (compared to 51.5% of the population), 35% Male (compared to 48.4% of the population), <0.5% other, 1.5% preferred not to say and 15% didn't answer.



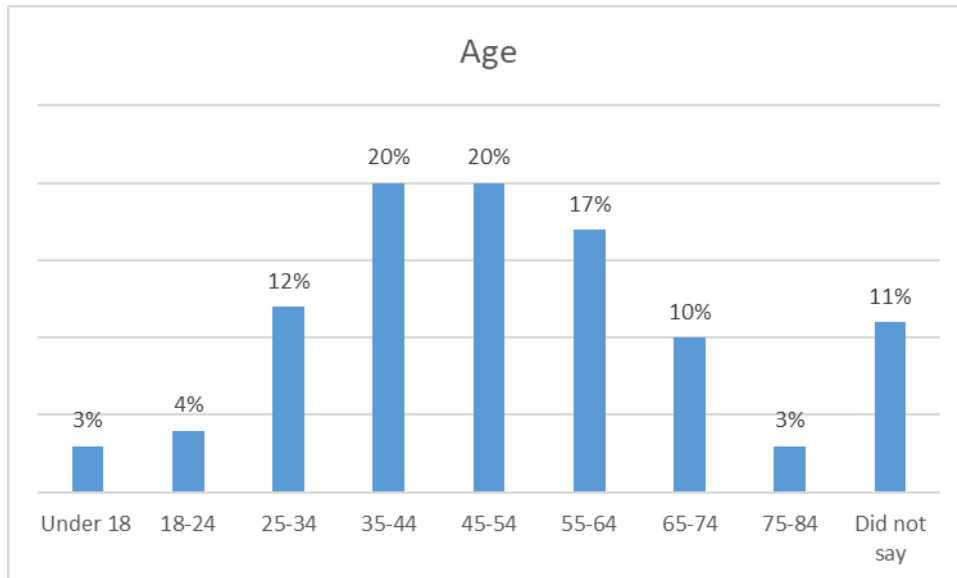
The majority of respondents to the survey were aged between 25 – 74 years old with almost a fifth being between 35 – 44. Whilst those under 18 were underrepresented (compared to their population in the borough) this was to be expected in the survey and was addressed via Listening events with youth clubs, youth centres, schools and events such as the Black Parents Forum.

Stage 3 - Public events

106 people took part in the in-person or online events. The demographics of those attending in relation to age, ethnicity, sex and disability are outlined below.

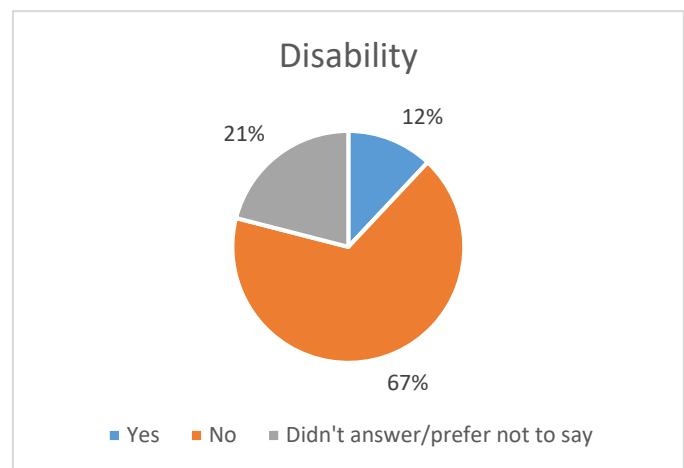
Age

There was a spread of ages but compared to the Census 2021 data less younger people (under 34) and slightly fewer people aged 75+ attended the events.



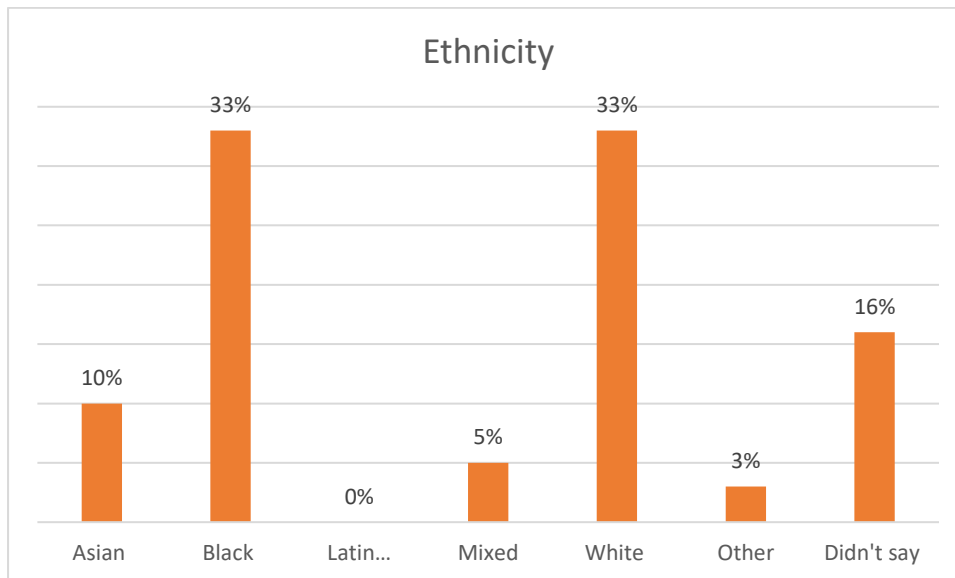
Disability

There were slightly fewer people who declared themselves as disabled (12%) compared to stage 2 public events (13.3%) and the borough population statistics (14%). However, there was also a higher number of people who preferred not to say or didn't answer.



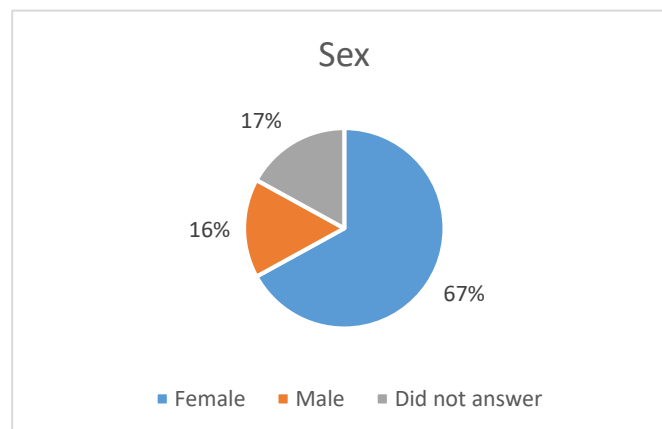
Ethnicity

People identifying as Black were overrepresented (39% of people who responded to the question, compared to 25% of Southwark population). People identifying as White were underrepresented (39% of people who responded to the question, compared to 51% of Southwark population). There was 1-2% difference across other ethnicities. We received no responses from people who identified as being from the Latin American community. However, this community was overrepresented in Stage 2 engagement.



Sex

As mirrored in stage 2, women were represented higher than any other group.



Stage 3 - Survey

60 survey responses were received in total. 54 responses to the standard survey and 6 responses to the easy read.

- **Age** - mirroring the other involvement opportunities, under 18's or over 75's was underrepresented (there were no responses from their age groups).
- **Ethnicity** - people identifying as White were significantly overrepresented at 79.6%. All other ethnicities were underrepresented.
- **Sex** - 37.04% were male and 53.70% female, meaning that females were slightly overrepresented.
- **Disability** - disabled people were over represented (20.37%).

Stage 3 – Boxes in public spaces

60 responses were received, broken down as follows:

Box locations

Location	Number of responses
C & D Family Centre	7
Canada Water Library	1
Dulwich Library	24
John Harvard	1
South Pensioners Centre	2
Tooley Street	20
Youth Centre 1	5
Total	60

What we heard

Stage 2 - Summary

Eight key themes emerged from the engagement activity. These themes represent the overarching priorities from what people said they want the borough to look and feel like in 2030. Underneath each theme are distinct things that people want to see happen. These are not based on a 'majority' view – i.e., what we heard most from the largest number of people – rather they are the things we heard more than once across the different types of engagement which means in some cases, there are different or opposing views on what people want to see happen under each theme.

The headline messages from each theme are outlined below.

Housing

Housing consistently came out as one of the top issues across the conversation events and 151 survey respondents choose to focus on housing; and consistently came out across listening exercises.

- Affordability – families and communities should be able to stay living close to each other, especially where young people want to move out of their family home.
- Good quality housing – housing should be well maintained; of suitable size; energy efficient; and fit for the future. We heard that people wanted a council Repairs Service that is consistent and responsive.
- Homes for – there were various views on who homes should be for, including homeless people, local people and local workers (especially key workers). People also talked about accessible homes for older and disabled people.
- People's voice – people wanted to be heard in the development and planning process and for improved democracy in Housing Associations and Tenant's Associations
- New housing – there were divergent views but a general acceptance of the need for new homes, but also desire not to become borough of high rises.
- Be innovative – Southwark should be open to trialling and testing new approaches.
- Accountability – improve levers to hold developers and landlords to account.
- Mixed communities – communities should not be segregated based on home ownership, private vs social renters.

People said...

“Everyone in Southwark should have a warm safe healthy home, with nutritious food and access to exercise and art, and easy access for help and support for mental health and addictions.”

Neighbourhoods

Issues relating to neighbourhoods and active citizens came out strongly across conversation events and was a focus consistently across listening events.

- Connected - People want to know their neighbours, support and care for each other; and connect with people who are different from themselves.
- Inclusive – it was important to tackle social isolation, digital exclusion and for the borough to have a good understanding of different people, especially children and adults with additional needs.
- Community spaces – people wanted spaces to come together, especially free spaces.
- Promotion of events – there was acknowledgement that there are lots of positive things going on but people don't know about them so more needed to be done to improve promotion of them
- Active citizens – differing views on the role that people can play in creating the future and how this links with the council's role. However, it was clear there are more people who are interested in getting involved than currently have the opportunity to do so. Communities should be able to share skills and knowledge with each other. There was also an emphasis on people being made aware of how to get involved in local activities with an open invitation to everyone but with a recognition that this would not mean the council is stepping away from its responsibilities.
- Investment in local areas - People wanted to see investment in their neighbourhoods / high streets. Many felt that over the last 10 years their areas had become tired.

People said...

"I hope to live in a neighbourhood that feels safe and is wholly inclusive. Everyone and anyone at any time should feel comfortable walking the streets to their home and should be able to walk at whatever pace they feel and not looking over their shoulder. I hope the community can lead the way for change in making everyone - no matter race, sexuality, gender identity, age, social status, no matter if they fit the 'social norm' - feel included, and their voice is heard. I hope the community remains affordable for those who have lived in the neighbourhood for years, can stay in the neighbourhood, and perhaps even buy a house in the neighbourhood. I hope the local community has less crime, is more environmentally friendly, affordable, safe and place I want to continue to call my home"

Green spaces and nature

Green spaces and nature were a consistent theme in conversations. Responses in the survey in relation to this were split across several topics. Amongst our listening event participants Southwark Park Association hosted a dedicated session.

- Protect and enhance existing green and blue spaces – for example wildlife feeding areas, wildflower areas and improvements to children’s playgrounds.
- Greening urban areas - extending greenery beyond current green spaces and taking over known 'grot-spots'.
- Trees – people wanted more of them
- Community growing spaces and allotments – there was an ask for more places to bring people together. For example, reclaiming rooftops and unloved space.
- Biodiversity – people were keen to enhance biodiversity, rewild areas and promote nature.
- Participation - this was an area where people expressed an interest in being involved, supported and empowered to make these changes happen.

People said...

“That importance and attention and consideration are given to cleaning up the borough - focussing on the graffiti, rubbish in the streets, changing people's attitudes so there is more pride in the appearance of the streets - it is not acceptable to just drop litter in the street, tag every surface etc.”

Climate change

The most popular topics in the survey were transport (290 responses) and climate change (274 responses). Activities which would contribute to addressing the climate emergency consistently came out in the conversations and was the focus of listening events hosted by more climate and transport oriented groups, such as Southwark Living Streets.

- Pride and vision – people want to feel proud of the contribution people and organisations in Southwark are making to tackle the climate emergency, with a clear shared vision and plan to achieve this.
- Ideas – across a range of topics there was lots of energy and ideas that directly and indirectly address the climate emergency.
- Active travel – it was important to people that the borough was walkable, cycle friendly and with good public transport links. Accessibility and improved infrastructure being key to this. There were differing views on the level of car use which is acceptable and measures to support walking and cycling. Car sharing and more electric charging for those who need a car was suggested.

- Environmentally friendly energy
- Less waste – reduce consumption and better waste management, including making recycling as easy as possible and effective waste management contract.
- Better water management - more permeable material to be used for pavements and driveways.

People said...

“Camberwell is so polluted - it's horrible walking down the high street as the road is so busy, the park is noisy and polluted, and there aren't really any flowers or wild areas. It doesn't feel welcoming or like a place for families, which are all the things I'd hope for. I'd like more options for recycling, less pollution, more wild areas, more investment in green initiatives, more green areas and planting. I'd also really love an allotment - the one on my road has a waiting list of 10 years. I'd like to grow my own food because bills are so high”

Safety

Safety came out strongly in the conversation events and 209 people responded to the topic of community safety in the survey. It also came out strongly in the listening events with young people in particular.

- Safety while walking around - people are worried about their loved ones and their own physical safety. This was a particular concern for and from children, young people, women and older people.
- Focus on young people – there was an emphasis on a need for increased provision of activities / spaces for young people to keep them engaged, as well as being safe travelling to and from school and when in school.
- Recurrent concerns around certain crimes – such as anti-social behaviour, phone theft and gang violence which were mentioned repeatedly.
- Action – a need for increased police and warden presence was a contested suggestion and other people suggested better lighting; and more surveillance would help reduce crime.

People said....

“I hope that Southwark can be a safe place for all in the community. I hope that there is easy access for women who are experiencing trauma or needing support with any issues that they may have, and that this is well sign posted. I hope that all young people girls and boys are taught what respect is. I hope the elderly are cared for and that more of a community spirit is fostered”

Education, finances, jobs and local business

With the exception of housing costs, this theme didn't come out as strongly as others in the conversations, but was important to particular groups. It came out in listening events, especially with younger and older people, and in the survey responses with 105 responses to jobs, local economy and financial security. Through the survey there were also 86 responses to education and 104 to children, young people and families.

- Affordability of Southwark - it is increasingly difficult to afford to live well in Southwark, there had been an erosion of people's safety net and the cost of living along with some examples of poor employment practices was making it difficult for people to afford to live in the borough
- Good jobs – whilst overall there are a good number of jobs, younger, older people and those without English as a first language are finding it difficult to get work. There is a need to tackle discriminatory employment practice and ensure employment support is tailored to the individual.
- Education and training – we heard support for the expansion of apprenticeships, enhanced English language support and continued improvement in schools (SEND and high-schools in north).
- Thriving local business – people had a keen interest in supporting local businesses.
- Vibrant high streets – it was important to people that their local high street was clean and attractive a range of shops and things to do, including independent small businesses.

People said...

“We need an equitable education system for everyone irrespective of family background - education is a driver of social mobility”

Health and well-being

Health and well-being was a cross cutting theme in the conversations, coming into discussions on housing, community and nature for example, rather than a strong theme in its own right. 210 responses were received the topic of health and well-being in the survey. Health and wellbeing came out strongly in listening events, particularly amongst older people and the Latin American community.

- People want to stay healthy - they appreciate the existing free and low-cost access to leisure centres

- Activities – there should be a variety of activities, open to everyone, to enable people to stay physically and mentally well
- Maintaining good mental health – this was important for all age ranges and there was an ask for better mental health support
- Food - access to good, healthy and affordable food is important
- Access to healthcare – people discussed the difficulties they experienced accessing their GPs in particular. There was a particular barrier for communities who required an English translator and often struggled to get one

People said...

“I love that Southwark initiated free swimming lessons for adults and the free swim/gym access for residents. I hope these initiatives continue and are expanded. I’d like to see even more outdoor gyms. Could you produce materials on interesting walks we could take around the borough, highlighting different locations and places of interest?”

Culture

Whilst not the most explicitly stated ambition, people in some of the conversations did reference how much they appreciated the current cultural offer of Southwark and that they would like to see more celebrations of the borough’s diverse communities. 56 respondents to the survey provided ideas on “things to do” in Southwark.

- Diverse cultural offer – there was an appreciation for the current cultural offer of Southwark but people would like to see more, particularly as a way to bring different communities and generations together
- Public art – people gave Dulwich and Peckham Rye as good examples of public artwork. They would like to see more opportunities for local artists to showcase their work in these ways
- Libraries - People appreciated the libraries in Southwark and wanted them to still be available to in 2030.
- Local people’s access to the cultural offer – people were keen to encourage and support more local people to make the most of the cultural offer available.

People said...

“There are more opportunities for people of different backgrounds, educational and income levels and ages to interact, like the 'Where are you from' intergenerational devised show at Blue Elephant Theatre last year about immigration in Southwark. And in turn, that there are stronger, meaningful relationships among neighbours whose paths may otherwise not cross except superficially in the Tesco queue.

As important as 'what' they wanted Southwark to be like, people also were clear on how they wanted the council to work. This came out consistently across all methods of engagement. To note, the council specific comments will be picked up in the 'well-run and managed Southwark' change programme.

How the council works

People welcomed the opportunity to have a say in the future of Southwark. In addition to the key messages on hopes for 2030, people also focused on *how* they wanted the council to work. This included:

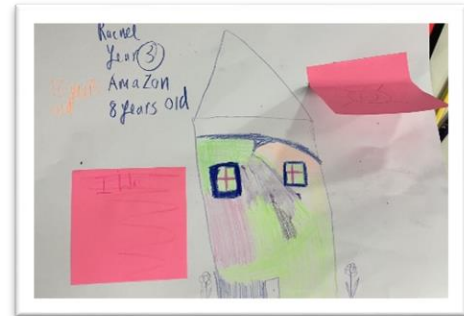
- Treating everyone with respect, with a need for staff training to achieve this.
- Working in partnership with residents and partners to solve problems.
- Enhancing democracy.
- Improving communication and transparency, including an improved council website.
- Respond promptly, such as answering phones and replying to emails.
- Simplifying processes and reducing bureaucracy.

Stage 2 - Detailed Report

Homes

What do people love / want to see changed?

Reflecting broader national concerns Southwark residents were worried about the affordability of homes in the borough, in particular, but not limited to, rent levels. Linked to this we heard people's strong desire to stay living in Southwark with their families and social networks also able to stay close. There was some anxiety about families and local communities being broken up due to the cost of housing, in particular young people not being able to afford their own place in the borough, and some residents shared real life examples of this already happening. There was a concern that this was exacerbated by the wealth inequality in the borough. People felt there was a role for the council to use the levers available to them to lobby for more affordable housing.



People liked how diverse Southwark's communities are and some residents expressed an interest in new developments being mixed and not being segregated between home owners, private renters and social renters.

People had different perspectives on what should be the focus of the approach to housing, ranging from implementing a housing first policy to end homelessness; building homes for key workers in the borough to ensuring there was accessible homes for disabled people and older generations.

We heard a strong desire for people to have more of a voice in the development process, from an improved approach to consulting them on new developments, having more say in the planning process to strengthening tenants' associations and making housing associations more democratic.

There was a recurrent point made about the need for all homes – regardless of tenure type – to be of better quality including ensuring they were energy efficient, fit for the future and had well maintained communal areas. People felt that the council had a role to play in holding developers to account to ensure these aspects were delivered. There was a strong desire for the council's repair service to have a consistent approach to prioritising repairs, which should take into consideration the impact on health and wellbeing. When we spoke to young people they shared specific concerns about the size of the property.



In terms of new housing there was divergent views on how many homes need to be built in Southwark, ranging from no further developments (with the desire to not increase the population size) through to completely unrestrained development

(anyone who wants to should be able to live here). There was a strong desire from residents that developments were sympathetic to the local area and that Southwark did not become a "borough of high-rises".

During our Southwark 2030 engagement we heard people's pride in Southwark being an innovative place which had been at the forefront of many social changes. There was a desire to build on this to tackle the challenge of affordable, high-quality homes, whether through retrofitting or refurbishing existing properties through to trialling and testing new approaches such as modular, pre-fab homes and other housing solutions.

We heard from residents who had experienced specific difficulties with their landlords and they felt the council could play a stronger role in holding them to account.

Climate Change

There is a real energy and commitment from people to take action to combat climate change, with many ideas generated which directly address the climate emergency. It was also striking that many of the ideas across the themes that were primarily about making people's lives better now, would also have a positive impact on the climate. For example, reducing the cost of home and business energy by increasing the use of solar panels, through to planting more trees to improve mental health and improve the overall feel of areas.



What do people love / want to see changed?

People asked for a clear vision and plan with shared ownership to help Southwark lead the way.

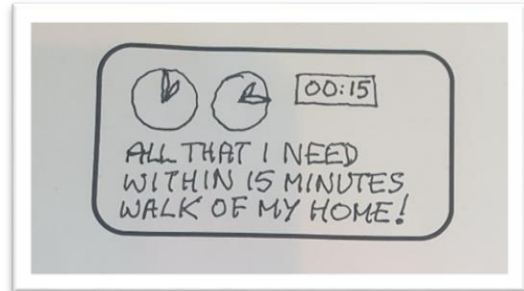
They want Southwark to be even more walkable, cycle friendly and with good access to public transport, being able to access everything they need using these options:

- Walkable - more pedestrian areas and routes, with well-maintained pavements and good lighting. Making sure they are accessible to all.
- Cycle friendly – people wanted to feel safer and more confident cycling, with improved cycling lanes and infrastructure.
- Good access to public transport – People really valued having good public transport links within Southwark and to the rest of London. Disabled access to trains and buses needs to improve, both in terms of physical access and understanding from staff. There was also a feeling that the loss of some bus routes in recent years has led to some areas being underserved.

There were divergent views on how these priorities should be balanced with car and other vehicle use. At one end of the spectrum of views, some people felt car use should be made as difficult as possible and they saw very few circumstances where car use was acceptable.

At the other end, some people felt that people should still be able to get around by car if they want and this shouldn't be made more difficult. There were also discussions on how recent measures to improve walkability and safety for cyclist have not received widespread support. On balance, there was acknowledgement that some car use will be needed and people made suggestions around the potential for greater car sharing and more electric charging points.

There was some discussion about creating neighbourhoods with everything you need close by, such as home, work/school, shops etc., with questions raised about how far Southwark is away from this. Some felt Southwark is likely to be close, while others identify specific gaps which prevent this such as lack of secondary schools in the north of the borough.



Environmentally friendly energy was important to people. We heard from homeowners interested in installing energy efficient heating but struggling to find a company who could fit it, to interest in seeing more communal heating options.

People wanted less waste. They were interested in reducing consumption, such as single use plastic, and how one person or organisations waste could be used by others. Where there is waste, they wanted better waste management. This was both for households, businesses and in public spaces like parks. They wanted recycling to be as easy as possible, have better bin designs and better management of the waste contract.

People also talked about wanting better water management. Ensuring more permeable material to be used for pavements and driveways. This would be particularly important when thinking about flood prevention.

Nature and Green Spaces

What do people love / want to see changed?

People told us about how much they value the current green spaces in the borough. They are places where friends and family can get together and people can be active. It also brings them closer to nature, while still having all the benefits of being in the heart of London. They are places where everyone in the community can come together without needing the spend money. This contributes to both their physical and mental well-being. These spaces were especially valued by people without outdoor space in their homes and families with children. Southwark waterways were also identified as an asset.



It was recognised that many of these green spaces have seen significant improvements over the last decade. People were keen to continue to protect and enhance both the green and blue spaces in Southwark. For example, exploring the potential for wildlife feeding areas, wildflower areas and improvements to children's playgrounds.

People wanted to:

- Extend greenery beyond the current green spaces;
- Make the urban areas greener;
- Plant more trees;
- Have more allotments and community gardens, for example reclaiming rooftops and unloved spaces.
- Take over local areas once known as 'grot spots', aligning with people's wish for Southwark to be cleaner. Recognising that growing spaces can also be places which can bring communities together.

People were interested in enhancing biodiversity, rewilding areas and the promotion of nature.

Critically, people wanted to be involved, supported and empowered to make these changes happen.

Neighbourhoods

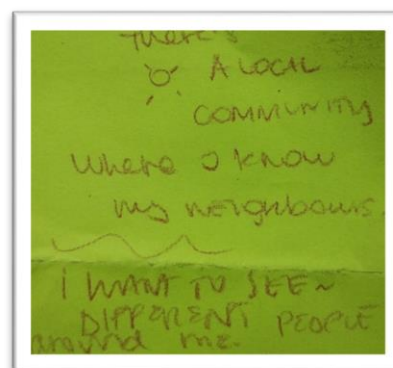
People want to know their neighbours and feel part of their community and they would welcome more opportunities to come together and get to know each other.

What do people love / want to see changed?

People loved the vibrancy and cultural diversity of Southwark. During our Southwark 2030 engagement it became clear that there is a real appetite - from a wide range of residents – to connect with people who are different from themselves, across generations, races/ethnicity and social classes. In essence, to make the most of this cultural diversity. People want to live in communities where people know their neighbours, support each other and to be part of "a borough that cares". There is a desire to build up a sense of community spirit, kindness and respect and to be a place where people share their skills and knowledge with each other.

People felt there were a lot of activities going on in Southwark and many people who we spoke to were keen to be more active and play their part in the local community.

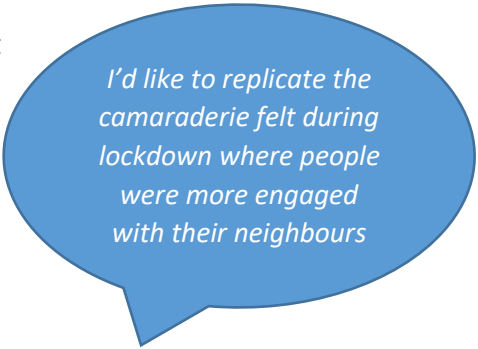
We heard that people were keen to ensure that everybody had equality of access to these opportunities and



activities. Examples given included wanting to help to keep their local area clean and green and events celebrate the cultural diversity in the borough. . The want their energy and ideas to be harnessed and supported by the council and other large institutions.

People told us they needed spaces and events to help them come together. It was important that these spaces or events were accessible for disabled people and those on low income, specifically it was felt it was important to have free spaces, where there was no pressure to spend when you were there. They could include community centres, TRA halls, community gardens, libraries, high-streets, arts and cultural spaces.

People want a place where everyone feels welcome, included and understood. This was especially important for adults with additional needs and for those experiencing social isolation. People were keen for communities to be upskilled so they can better support each other and for volunteering opportunities to be enhanced. A *'sign up for Southwark'* volunteering initiative could be launched with potential for discounts for volunteers to access cultural, art and leisure opportunities.



I'd like to replicate the camaraderie felt during lockdown where people were more engaged with their neighbours

People felt that there was a lot already going on in Southwark but there was more to do in terms of publicising events and activities so people are made aware of what's available and how they can get involved. It was felt that honest and clear communication through a variety of channels, including an improved council website, would help to support this.

These events would also need to be accessible to all and may need to consider how people with barriers (such as lack of confidence) are supported to be involved.

People told us that high streets also play an important role in neighbourhoods. They wanted high streets where they were able to get the things that they needed; that they feel proud of; and offered a place where people from different communities could come together. People told us that some high streets felt really vibrant, but the physical space didn't match this vibrancy and could be improved with street cleaning, reduced litter and more attractive shop fronts. There was concern that some high streets were seeing an increase in empty shops. Linked to high streets, there was also an appreciation for the diverse food, restaurants and nightlife in the borough, which a desire to further enhance this.

People overall, especially at the conversation events, expressed a view that they wanted to have a greater say in the decisions that are important to them. However, the appetite to get involved and how this related to the role of the council varied. When asked what role they could see themselves playing in creating the future they want, some people felt that full responsibility should lie with the Council and they didn't see themselves as having any role. Some felt powerless to have any impact and others felt that they were doing as much as they could already.

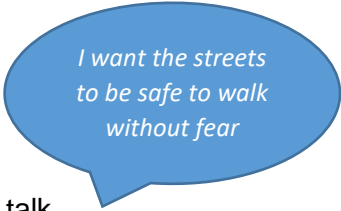
However, on the whole, there was more appetite to get involved in a meaningful way than there are current opportunities to do so. There was a recurrent theme about the role of the council in connecting people together and also bringing them closer to decision making

processes. In order to do this there needed to be an increase in trust between the public and organisations, especially the Council. This would be supported by the council and others consistently delivering on their promises and following through on actions. People felt the council could do more in terms of transparency (especially linked to the rationale for funding decisions) and be better connected into local communities, and community groups.

Safety

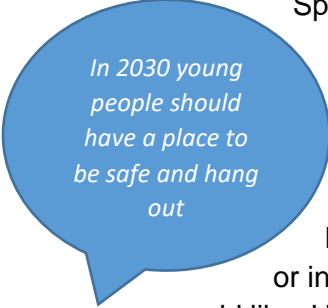
What do people love / want to see changed?

Hearing from people throughout the Southwark 2030 engagement process it became clear that a significant number of people were concerned about not feeling safe walking the streets of Southwark, especially after dark. This concern was particularly prevalent amongst children and young people, women and older people. For example, we heard from women about the harassment they experienced from men with talk of toxic masculinity and we heard from young people about the racism they face.



I want the streets to be safe to walk without fear

A recurrent ask across all age groups and events was for more spaces and activities for young people so that they had plenty of things to do and therefore may not be drawn into criminal activities. There was also concern that young people did not currently feel safe when travelling to and from, and whilst they are in, school.



In 2030 young people should have a place to be safe and hang out

Specific crimes such as ASB, phone theft and gang violence came through as key issues to be tackled. There was a strong sense that people wanted to see an increase in police and warden presence, better lighting and more surveillance. There was also some feedback that the response by the police didn't meet the expectations of people who had raised concerns or issues. For example, police being visible, but at the wrong time of the day or in the wrong locations, or not responding to calls as quickly as they would like. However, it was also clear that for other people the police did not in fact make them feel safer. There was an interest in resetting the relationship between the public and police.

Money, jobs and business

What do people love / want to see changed?

Overall, people talked about three aspects which were making it more difficult to live well in Southwark:

- They felt that the safety net has been eroded, with less support from national government.
- The cost of living has been going up, with rises across the board from rent, heating, food and childcare.
- Employment practices also play a role, such as zero-hour contracts and paying below London Living Wage.



People told us that having a good job was important to them. A good job provided a route out of poverty, provided financial stability, contributed to good mental wellbeing and provided a sense of community. It also enabled people to be positive role models for younger generations.

Southwark has a high number of jobs compared to the number of people who live here. As a result, overall, we didn't hear comments about there being no jobs in particular areas. However, we heard that there were specific groups who were finding it difficult to get a good job:

- Young people struggled to bridge the gap between education and employment, as employers are requiring experience as well as qualifications.
- Older people found finding employment and retraining a challenge.
- People without English as a first language had additional language barriers

People also expressed the need to tackle racism and discrimination in employment practices.

Education and training were critical to setting people up to access good employment opportunities. It was recognised that schools in Southwark have made significant improvements in the last 10 years and people were keen to see this trend continue. There were three key areas of education and training which people identified as areas for continued improvement.

- Apprenticeships - there was appetite for the expansion of apprenticeships, including exploring all age apprenticeships.
- English language support - enhanced language support, with childcare options and flexible times.
- Schools – continue to improve education, with an emphasis on ensuring children with additional needs get the support they need to thrive.

When people are struggling to find employment, it was felt that employment support should be tailored to the individual, rather than a one-size fits all approach.

People also wanted thriving local businesses. They were interested in having more opportunities to support smaller local businesses whilst also having more of an ask of businesses about how they would support the community. For example, people were interested in enhanced support for people who wanted to start their own business and in exploring the potential of local exchange trading like the Brixton Pound. They were also interested in how businesses could help provide more access to toilets.

Health and well-being

People want to be able to stay healthy, with health and well-being underpinning many of the key messages we heard.

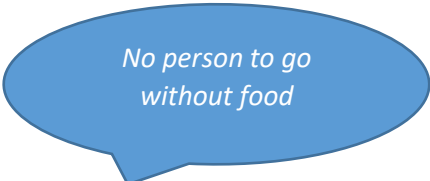
What do people love / want to see changed?

People really welcomed the ability to access Southwark leisure centres for free or a reduced rate. The green spaces in the borough were also seen as important for supporting good health and well-being.

Equality of health came through as a key focus.

There were four key areas where people would like to see an improvement:

- Everyone should have access to healthy and affordable food. People wanted to address food poverty, reduce the use of food banks and to enhance the healthy food options available on high streets.
- Mental health support was seen as paramount. They wanted better access to services and improved training for staff.
- People are struggling to get timely appointments with doctors.
- People wanted more opportunities to get active, from physical activities for older people through to the expansion of wellness activities such as yoga and meditation to everyone.



*No person to go
without food*



Wellness is for all

Cultural Offer

What do people love / want to see changed?

People told us that one thing they love about Southwark was the access to cultural offer, not only in Southwark but the whole of London.

People expressed an interest in having more public art by local artists. For example, we heard that the public art of East Dulwich as a good example of how unused spaces can be

used to bring art and culture to an area and it was suggested that this was encouraged across the borough.

Linked to the want to connect with their neighbours and local community, people were keen for there to be more events, such as festivals, and activities that would bring together communities who don't often interact. People were keen for there to be more events that celebrated the cultural heritage of Southwark and the various communities who have made their homes here.

People told us that they appreciated the libraries in Southwark and wanted them to still be available to them in 2030.

How the council works

People welcomed the opportunity to have a say in the future of Southwark. In addition to the key messages on hopes for 2030, people also focused on *how* they wanted the council to work. This included:

- Treating everyone with respect, with a need for staff training to achieve this.
- Working in partnership with residents and partners to solve problems.
- Enhancing democracy.
- Improving communication and transparency, including an improved council website.
- Respond promptly, such as answering phones and replying to emails.
- Simplifying processes and reducing bureaucracy.

Stage 3 – Feedback

Partners agreed during the workshops that Southwark 2030 represented an opportunity to work together in a more collaborative way as a group of anchor organisations together with the VCS and residents and working together address a series of challenges.

Overall, there was a positive response to the draft ambitions from the public. This included people who had previously participated in Southwark 2030 and those who were new to the discussions.

People generally found the prioritisation of ambitions more challenging and didn't feel that one ambition was more important than another. The majority felt that all the ambitions were important and interconnected. For example, if you improve homes you will improve health and wellbeing. Where people did see some ambitions as less important than others they often felt that Southwark was already doing well in a particular ambition and greater focus should be on other ambitions. This is as opposed to an ambition not being relevant or important for Southwark in 2030 at all.

The feedback on each ambition was as follows:

Homes

78% of people who responded to the survey said that it was the right ambition for Southwark 2030. This was 4th highest out of all the ambitions. 57% people said it should be a high or very high priority (4th highest) and only 17% said it should be low or a very low priority.

Homes was one of the top three priorities which emerged across the public events and was identified as the top ambition via the public boxes (i.e., it appeared the most often in the top three priorities).

Neighbourhoods

74% of people who responded to the survey said that it was the right ambition. This was relatively low (6th lowest).

It was also relatively low in terms of the number of people who thought it was a high or very high priority (44%) and was the highest number of people saying it should be a low or very low priority (26%). However, the neighbourhoods' ambition often came in the middle priority during the events and was second highest in the feedback from the public boxes.

Nature

Respondents to the survey strongly agreed that this was the right ambition for Southwark 2030 (85%, the second highest of all the ambitions).

It also had the second highest number who agreed it should be a very high or high priority (61%) and second lowest number of respondents who said it should be a low or very low priority (only 13%). Although, it was lower priority in the public events and was sixth lowest priority via the public boxes.

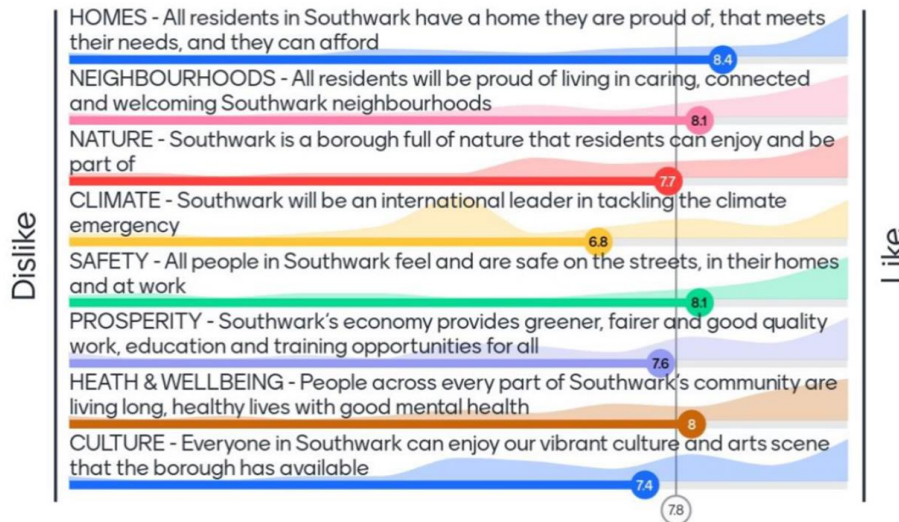
There were some discussions at the public events about whether nature could be combined with other priorities, such as climate or neighbourhood.

Climate

The climate ambition had the least number of people saying it was the right ambition in response to the survey, with 70% agreeing that it was the right priority.

It had the third highest number of people who said it should be a very high or high priority (59%), but also the 4th highest number of people who said it should be a low or very low priority (20%). It was 4th place in terms of the number of people who identify it within their top three via the public boxes but was equally 4th in terms of the number of people who placed it in their bottom three priorities. This suggests that this ambition divided opinion the most out of all the ambitions.

This was also seen in the online event, where support for the ambition was the lowest (see yellow in graph below) of all the ambitions and there a greater difference in the distribution of responses compared to other ambitions.



Safety

Safety came out as a clear priority. When asked if this was the right ambition in the survey, safety received the most 'yes' votes (87%). Safety also had the highest number of people saying it should be a very high or high priority (64.82%) and the lowest number of people saying it should be a low or very low priority (9.26%).

The safety ambition was the 2nd most identified priority via the public boxes and was consistently one of the top three in the public events.

Prosperity

74% of people who responded to the survey said that it was the right ambition for Southwark 2030. This was the 6th lowest out of eight ambitions. It also had relatively low numbers of people who said it should be a very high or high priority (43%). This was also reflected in the public events and responses via the public boxes (7th lowest number of people placing this priority in their top 3).

It was recognised while developing this ambition that it was not an overarching message that came from the engagement but was particularly important to specific groups. Therefore, this result is to be expected.

Health and Wellbeing

83% of people who responded to the survey said that that it was the right ambition for Southwark 2030. This was the third highest out of the eight ambitions.

While they agreed it was the right ambition, it wasn't as high a priority among survey respondents. 56% felt it should be high or very high priority (5th highest) and 22%

said it should be low or very low priority (3rd highest). This was mirrored in the public boxes, being 5th highest in terms of number of times health and wellbeing appeared in peoples top three. However, health and wellbeing was one of the top three priorities across all the public events.

Culture

70% of people who responded to the survey said that it was the right ambition. This is lowest response of all the ambitions. Only 33% of people thought it should be a very high or high priority, the lowest of all ambitions, and 24.07% said it should be a low or very low priority (the second highest of all ambitions). This was also reflected in the events where culture was often a lower priority and in the public boxes, where it appeared in peoples top three the least and appeared in the bottom three priorities the most.

At the public events, there was some discussion about whether this could be amalgamated with other priorities e.g., neighbourhoods.

Additional points

Much of the feedback repeated many of the same message gathered in stage 2 (as outlined above). In addition, there were comments that people wanted to have a greater focus of the ambitions on the following areas:

- Children, young people and parents.
- Transport
- Behaviour and role of the council

Annex A – Southwark’s Success and Strengths

You told us that **tackling inequalities** matters to you

AVERAGE INCOME in Southwark varies significantly depending on where you live:

£24,632 OLD KENT ROAD
£61,271 DULWICH

Southwark is closing the gap by helping people get the skills they need through training and apprenticeships to move into a well-paid career of their choice.

WE ARE CREATING

2,000 APPRENTICESHIPS & 3,000 TRAINING OPPORTUNITIES so local people can take up exciting careers close to home.

What more can we all do to reduce inequality further by 2030?

SOUTHWARK 2030

You said you want to make a difference and help **make Southwark fairer**

2017-2022
75,000 consultation responses on the Southwark consultation portal.

We are working more closely with local groups and communities to make sure people can contribute ideas, help design projects and services, and have real influence over decisions that affect them.

We have launched **SOUTHWARK 2030** so we can share ideas and hopes for what living in Southwark will look and feel like in 2030.

People have told us they want to know more about and influence local road changes, to vocational and more.

What can we all do to make Southwark fairer by 2030?

SOUTHWARK 2030

You told us you want us to work together and **tackle the climate emergency** with action

largest source of air pollution = road transport

1/3 contribute but damaging PM2.5 emissions

WE ARE REDUCING our borough's usage of petrol and diesel vehicles

WE HAVE DELIVERED 13km+ CYCLE LANES & 500 CYCLE HANGARS

Domestic and commercial fires, which come mostly from cooking and heating, are another significant pollutant in the borough.

WE HAVE PLANTED 17,000+ TREES IN LAST TWO YEARS

What can we all do to make Southwark carbon neutral by 2030?

SOUTHWARK 2030

Southwark in 2023
key facts

7th highest population density in the UK
10,659 people per sq km

32.4 Average age

120+ LANGUAGES SPOKEN
18% of population speak a language other than English at home

40% of population born in another country

8% born in Africa
50% born in South America

11% born in Europe

55% of population are ethnic minority

8% of population are LGBTQ+

44,900 (15%) HAVE A DISABILITY

21% of population are disabled

26,000 UNPAID CAREGIVERS

23% of population are under 18

SOUTHWARK 2030

You told us that you want more **safe and affordable homes** locally

143,000 HOMES in Southwark

39% SOCIAL HOUSING
61% PRIVATELY OWNED

17,500 PEOPLE on our waiting list

WE HAVE BUILT/ARE BUILDING 2,500 & 1,000 NEW COUNCIL HOMES PLANNED BY 2025 and are working hard to deliver new homes of all kinds

15,000+ BUILT IN THE LAST DECADE

WE HAVE INVESTED £1.85m improving existing council homes including installation of new kitchens and bedrooms

What can we all do to make sure there are more safe and affordable homes by 2030?

SOUTHWARK 2030



Southwark 2030 - Equality Impact and Needs Analysis

Section 1: Equality impact and needs analysis details

Proposed policy/decision/business plan to which this equality analysis relates		Southwark 2030			
Equality analysis author		Livia Katz, Strategy and Policy Manager, Strategy and Communities			
Strategic Director:		Rhona Cadenhead, Assistant Chief Executive, Strategy and Communities (Interim)			
Department		Strategy and Communities	Division	Strategy and Impact	
Period analysis undertaken		April-July 2024			
Date of review (if applicable)		N/A			
Sign-off	Tricia Boahene	Position	Head of Strategy and Impact	Date	30/10/2024

Section 2: Brief description of policy/decision/business plan

1.1 Brief description of policy/decision/business plan

Southwark 2030 (S2030) is our ambition for what Southwark should look and feel like by 2030. It has been co-designed with strategic partnership institutions and people who live, work, study and visit the borough, it sets our joint vision and priorities for the next 7 years.

Southwark is home to more than 300,000 people, 18,000 businesses, a thriving community and a world class cultural scene. Southwark is diverse borough, both in terms of the work that we do and the communities that we serve. The strategy must therefore respond to a wide range of issues and needs to deliver the best outcomes for all, and to reduce inequality in the borough.

This strategy sets out a vision for 2030, three principles for how it will be delivered and six goals that will help us achieve it.

Our vision for 2030:

- **Together, we will build a fair, green and safe Southwark where everyone can live a good life as part of a strong community.**

A good life is a life that is rewarding and enjoyable in which you are valued, respected and safe from harm, feel connected with people who matter to you and have purpose in your life. The foundations for a good life in Southwark are good jobs, good incomes, good health, good homes, a good education and a good environment.

The principles that will guide how we deliver it are:

- reducing inequality,
- empowering people, and
- investing in prevention.

We will realise this vision by achieving the six goals set out below.

- **Decent homes for all** – people live in safe, well-maintained homes.
- **A good start in life** - children and young people have a great childhood that builds a strong foundation for adult life.
- **A safer Southwark** – crime is low and people feel safe.
- **A strong and fair economy** - we all benefit from Southwark's economic strength and growth.
- **Staying well** - people across our whole community can have good health and wellbeing.
- **A healthy environment** - our environment is clean, green and healthy.

We anticipate that S2030 will not negatively impact those with protected characteristics and expect that it will go further than our existing work to support reductions in inequality, particularly for certain racial groups, and children and young people.

Alongside the equality activities outlined above, we are also undertaking wider programmes of work to reduce inequality in our borough. These include Southwark Ways of Working, Fairer Futures for All, the Southwark Framework for Equality and Southwark Stands Together.

S2030 goals will be delivered and monitored through a Delivery Plan and Outcomes Framework. Alongside the development of these, we will undertake further exploration of the available EDI data to inform our outcome ambitions. This will enable effective monitoring and evaluation of the S2030 goals. This will provide a baseline by which S2030 and the accompanying plans can demonstrate reductions in inequality and how they help to meet the needs of all Southwark population, identify gaps and establish mitigations.



Section 3: Overview of service users and key stakeholders consulted

2. Service users and stakeholders	
<p>Key users of the department or service</p>	<ul style="list-style-type: none"> • Southwark residents • Southwark partners, VCS organisations and community groups • Southwark employers and businesses • People that are employed or study in Southwark • People that visit Southwark
<p>Key stakeholders were/are involved in this policy/decision/business plan</p>	<p>We have undertaken 3-stage process to develop S2030:</p> <ul style="list-style-type: none"> • Research, collaborate and plan. Building on what we know and the strengths of the borough, we have convened people who live, work, study and visit Southwark to help build a collective vision and ambition. • Engage, listen and learn. We have engaged widely across the borough (including those whose voice is not often heard) to ask questions, listen and understand what they want the borough to look and feel like in 2030. • Test priorities and develop plans to achieve them. We have tested what people have told us, asked them what they would prioritise, and developed time-bound pieces of work together that will deliver S2030. <p>Consideration of equality outcomes and our commitment to reduce inequality in the borough has been a core principle for S2030. To support this, we have ensured that S2030 has been co-designed and co-produced with our local partners.</p> <p>Key partners</p> <ul style="list-style-type: none"> • We have engaged with key partners, including health partners, voluntary and community sector organisations, education partners, local businesses and housing providers. • These included: <ul style="list-style-type: none"> ○ Better Bankside ○ Charter Schools Educational Trust ○ Community Southwark ○ Guys & St Thomas's NHS Foundation Trust ○ Kings College London ○ London College of Communication ○ London South Bank University ○ Metropolitan Police ○ Partnership Southwark ○ Peabody Housing Association ○ South London and Maudsley NHS Foundation Trust (SLAM) ○ The Tate Modern ○ Team London Bridge ○ Vodafone UK ○ Southwark Pensioners ○ South London Mission ○ Southwark Council

Engagement with residents and people that visit the borough

We proactively sought input to this strategy from people that live, work and visit Southwark.

We engaged with our residents through:

- 8 in-depth conversation events with over 2000 residents.
- Listening events with over 750 residents, delivered in different places and at different times to maximise inclusion.
- An online survey with over 1000 responses made widely accessible through different formats.
- Testing what we had captured with three workshops, online surveys, and post boxes in public spaces to test what we heard and the themes and ambitions from the engagement activity.
- Three partner workshops (with more planned to consider implementation of the strategy).
- 10 detailed research groups with 70 randomly selected residents who were representative of the Southwark community.

We acknowledge that there are often imbalances in the voices that are heard through processes such as this. We made a particular effort to ensure the process was accessible and representative of Southwark's demographics. To achieve this, we proactively targeted certain groups that do not normally engage, for example by engaging with groups through listening events with existing forums or offering alternative times and methods for engagement.

Throughout the process, we collected data on who was taking part and their backgrounds to ensure we reached as many people as possible through the engagement activity. This led us to also arrange additional events that targeted certain groups who may have otherwise been underrepresented. For example, we became aware that the Latin American community were not as represented as we had hoped. To address this, we worked with local organisations such as the Latin American Women's Rights Service (LAWRS) and Indo-American Refugee and Migrant Organisation (IRMO) to encourage their networks to attend the Conversations, to run drop-ins at pre-existing groups and in one instance run a dedicated Southwark 2030 focus group. This enabled us to ensure the voice and ideas of this community were reflected. In addition, pop-up stands were set up at specific locations where it was important to reach audiences that were less represented in the engagement.

A summary of who has engaged in the development of Southwark 2030 is below:

Sex

Females were slightly overrepresented in Southwark 2030 Conversations making up 63% of attendees compared to being 51.5% of the borough's population. Recognising the need to hear from more males we reached out to several organisations who targeted men and had mixed success, although we were able to hear from a considerable

	<p>number of young males through the Latin American football teams as well as via our youth clubs. A higher percentage of males engaged with the survey than the conversations/listening events.</p> <p>Disability 13.3% of attendees at the Southwark 2030 Conversations declared themselves to have a disability which is similar to the borough's population, of which 14% are disabled. To note, there were a significant number (19.8%) of attendees who did not answer the question about whether or not they had a disability.</p> <p>Ethnicity Attendance at Southwark 2030 conversation events was broadly representative of the borough's different ethnic backgrounds. There was a slight over representation of the Latin American community as these were a group from whom the council particularly wanted to hear from due to historically low levels of engagement.</p> <p>Age Compared to the Census 2021 data fewer younger people (under 34) attended the conversations and this was particularly prevalent for those under 18. We were aware this may be an issue and developed a work stream specifically looking at reaching out to young people. This included, youth clubs, schools, colleges and other groups that engage with young people (for example several Latin American football teams) to ensure their ideas were heard through the process.</p>
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Section 4: Pre-implementation equality impact and needs analysis

This section considers the potential impacts (positive and negative) on groups with 'protected characteristics', the equality information on which this analysis is based and any mitigating actions to be taken, including improvement actions to promote equality and tackle inequalities. An equality analysis also presents as an opportunity to improve services to meet diverse needs, promote equality, tackle inequalities and promote good community relations. It is not just about addressing negative impacts.

The columns include societal issues (discrimination, exclusion, needs etc.) and socio-economic issues (levels of poverty, employment, income). As the two aspects are heavily interrelated it may not be practical to fill out both columns on all protected characteristics. The aim is, however, to ensure that socio-economic issues are given special consideration, as it is the council's intention to reduce socio-economic inequalities in the borough. Key is also the link between protected characteristics and socio-economic disadvantage, including experiences of multiple disadvantage.

Socio-economic disadvantage may arise from a range of factors, including:

- poverty
- health
- education
- limited social mobility
- housing
- a lack of expectations
- discrimination
- multiple disadvantage

The public sector equality duty (PSED) requires us to find out about and give due consideration to the needs of different protected characteristics in relation to the three parts of the duty:

1. Eliminating discrimination, harassment and victimisation
2. Advancing equality of opportunity, including finding out about and meeting diverse needs of our local communities, addressing disadvantage and barriers to equal access; enabling all voices to be heard in our engagement and consultation undertaken; increasing the participation of under-represented groups
3. Fostering good community relations; promoting good relations; to be a borough where all feel welcome, included, valued, safe and respected.

The PSED is now also further reinforced in the two additional Fairer Future for All values: that we will

- Always work to make Southwark more equal and just
- Stand against all forms of discrimination and racism

Age - Where this is referred to, it refers to a person belonging to a particular age (e.g. 32 year olds) or range of ages (e.g. 18 - 30 year olds).	
Potential impacts (positive and negative) of proposed policy/decision/business plan; this also includes needs in relation to each part of the duty.	Potential Socio-Economic impacts/needs/issues arising from socio-economic disadvantage (positive and negative)
<ul style="list-style-type: none"> • It is anticipated that S2030 will have a positive impact across age groups, though the extent to which it will impact groups will differ. • In particular: <ul style="list-style-type: none"> ○ ensuring decent homes for will impact those in housing that is rented from the council, where over 65s are over-represented. ○ ensuring that children and young people have a good start in life will disproportionately benefit those under 25. ○ ensuring that there is greater support in early years will help children get the best start in life. ○ ensuring a safer Southwark also includes a focus on benefits for children and young people and work to increase trust and confidence in local policing may better support those from Black backgrounds where confidence in policing is often lower. ○ ensuring a strong and fair economy will benefit those of working age to access more good jobs, apprenticeships and additional support out of poverty and low pay. ○ Ensuring staying well is accessed earlier through preventative services is particularly important for our ageing population which has increased by 15% since 2011, and which will help to keep our ageing population well, mobile and independent longer. ○ The delivery of 1240 'green jobs' by 2030 will support working opportunities for the working age population. 	<ul style="list-style-type: none"> • Ensuring that children and young people have a good start in life also includes a commitment to improve outcomes for children who face disadvantage. We are also taking an intersectional approach with a particular focus on providing additional support for children and young people and their families from socio-economically disadvantaged backgrounds. • S2030 will ensure that all children and young people to have access to out of school opportunities to be active, take part in culture and have experiences that enrich their lives. These costs of these activities can often be prohibitive to families facing socio-economic disadvantage. • S2030's commitment to support people out of poverty and low pay will particularly benefit those of working age who also face socio-economic barriers. • Support for housing may support young people who are more likely to live in overcrowded accommodation and is particularly relevant as Southwark has higher youth homelessness than London or England average. • Reduction of number of people that are digitally excluded is more likely to remove barriers in to work and will provide improved access to services, information and opportunities especially for people aged 55 and over.
Equality information on which above analysis is based	Socio-Economic data on which analysis is based
<ul style="list-style-type: none"> • The average age (32.4 years) in Southwark is more than two years younger than London, and almost seven years younger than England. • There were almost 20,000 children under 5 in the most recent census, just over 6% of the population. • While Southwark's population is comparatively young compared to London and England, this is not driven by a large number of children and young 	<ul style="list-style-type: none"> • In 2021/22 approximately 23,000 children aged 0-15 in Southwark were living in poverty, after housing costs were factored in, equating to 36% of children in the borough. • JSNA Annual Report (southwark.gov.uk) • Individuals under 44 are more likely to live in overcrowded housing.

<p>people. It is primarily the result of the large number of young adults in their 20s and 30s.</p> <ul style="list-style-type: none"> • 71% of the population in Southwark aged 16+ were economically active and 65% were in employment in the 2021 Census. • In 2021/22 approximately 23,000 children aged 0-15 in Southwark were living in poverty, after housing costs were factored in, equating to 36% of children in the borough. • In the year ending March 2020, 74% of people aged 16 and over in England and Wales said they had confidence in their local police. • In every year shown, a lower percentage of Black Caribbean people had confidence in their local police than White British people. <p>Appendix D – Southwark Key Housing Stats 2020 Southwark Demographics - Southwark Council Confidence in the local police - GOV.UK Ethnicity facts and figures (ethnicity-facts-figures.service.gov.uk)</p>	<p>Overcrowded households - GOV.UK Ethnicity facts and figures (ethnicity-facts-figures.service.gov.uk)</p> <ul style="list-style-type: none"> • In 2021, in Southwark there were 469 households owed a prevention or relief duty under the Homelessness Reduction Act where the main applicant is 16-24. This represents a rate of 3.5 people per 1,000, which is higher than both the rates for England (2.4 per 1,000) and London (2.5 per 1,000). • Child and Maternal Health - Data - OHID (phe.org.uk)
<p>Mitigating and/or improvement actions to be taken</p>	
<p>We will continue to monitor the performance of Southwark's programme and goals, including their impact on different age groups, to ensure that particular groups are not disadvantaged.</p>	

<p>Disability - A person has a disability if s/he has a physical or mental impairment which has a substantial and long-term adverse effect on that person's ability to carry out normal day-to-day activities.</p> <p>Please note that under the PSED due regard includes:</p> <p>Giving due consideration in all relevant areas to "the steps involved in meeting the needs of disabled persons that are different from the needs of persons who are not disabled include, in particular, steps to take account of disabled persons' disabilities." This also includes the need to understand and focus on different needs/impacts arising from different disabilities.</p>	
<p>Potential impacts (positive and negative) of proposed policy/decision/business plan; this also includes needs in relation to each part of the duty.</p>	<p>Potential socio-economic impacts/ needs/issues arising from socio-economic disadvantage (positive and negative)</p>
<ul style="list-style-type: none"> • It is expected that S2030 will have a positive impact on those with disabilities. • Areas of particular relevance are: <ul style="list-style-type: none"> ○ Ensuring decent homes for all will improve standards of council housing and ensure greater accessibility. ○ Ensuring that children and young people have a good start in life will include consideration of support for the 19% of Southwark children with SEND. ○ Helping people to stay well will help to improve the wellbeing of people with long- 	<ul style="list-style-type: none"> • Research shows that in London overall, families that include a disabled person are more likely to be in poverty than families without a disabled person. The research shows that there is a clear trend between the level of deprivation in a neighbourhood and the proportion of the population that is disabled. • There is a correlation between the affluence of an area and the amount of green space available to residents – this can exacerbate existing physical

<p>term conditions and disabilities and their carers’.</p> <ul style="list-style-type: none"> ○ Reducing violence against women and girls will also support those living with disabilities where prevalence may be higher. In the year ending March 2019, disabled women were more than twice as likely to have experienced domestic abuse (17.3%) than non-disabled women (7.0%). ○ Ensuring every child and adult are able to access the mental health support they need will ensure that all people regardless of age, ethnicity, gender and background have the services they need to support more independent and fulfilling lives. ○ We will also ensure that all children and young people with special education needs (SEN) will receive the support they need and have access to the space they need to grow and learn. ○ Ensuring improved green spaces across the borough that accessible for everyone will support and improve all residents’ mental and physical well-being. ○ Disability and crime, UK - Office for National Statistics (ons.gov.uk) 	<p>and mental health inequalities - especially as poorer residents are less likely to have access to private gardens (Cordis Bright).</p> <ul style="list-style-type: none"> ● It is envisaged that improving our green spaces particularly in deprived areas will improve pollution levels across the borough, promote mobility, more exercise and will generally improve the overall well-being of residents, particularly those from disadvantaged backgrounds. ● Improving access for those people who are digitally excluded is expected to provide greater support and opportunities for people with certain disabilities that may find it harder to engage with digital content. ● The increase in free provision for activities such swimming, gym membership, healthy living programmes is expected to provide a reduction in socio economic and ethnic inequalities in the prevalence of severe mental illness.
<p>Equality information on which above analysis is based</p>	<p>Socio-economic data on which analysis is based</p>
<ul style="list-style-type: none"> ● In 2021, 8.2% of Southwark residents were identified as being disabled and limited a lot. ● 14% had a disability at the time of the 2021 Census. This rises slightly to 18% when using age-standardised proportions, suggesting that Southwark has a slightly higher than expected number of disabled residents, despite having a comparatively young population. ● 25% of households in the borough had a least one person with a disability, as defined in the Equality Act 2010. ● Southwark Demographics - Southwark Council ● Disability and crime, UK - Office for National Statistics (ons.gov.uk) 	<ul style="list-style-type: none"> ● Census 2021 deep dive: disability and deprivation in London Trust for London ● Cordis Bright, Southwark Council - Population Needs Assessment, September 2023, p.63. Accessed January 2024.
<p>Mitigating and/or improvement actions to be taken</p>	
<p>We will continue to monitor the performance of Southwark’s programme and goals, including their impact on those living with a disability, to ensure that particular groups are not disadvantaged.</p>	

Gender reassignment:

- The process of transitioning from one gender to another.

<p>Gender Identity: Gender identity is the personal sense of one's own gender. Gender identity can correlate with a person's assigned sex or can differ from it.</p>	
<p>Potential impacts (positive and negative) of proposed policy/decision/business plan; this also includes needs in relation to each part of the duty.</p>	<p>Potential socio-economic impacts/ needs/issues arising from socio-economic disadvantage (positive and negative)</p>
<ul style="list-style-type: none"> • It is expected that S2030 will have a neutral/ positive impact on people who have reassigned their gender. • There may be some positive impact as part of Goal 5, reducing inequalities in health. There is increasing academic evidence that key public health challenges disproportionately impact the LGBTQI+ population group, with higher levels of smoking, alcohol use, incidence of some cancers and mental ill-health. LGBTQI+ individuals also experience discrimination and homophobia when accessing health, care and other services. Therefore, we hope that a reduction in health inequality will support better health outcomes for this group. • It is envisaged young people and adults who identify as LGBTQ benefit from services such as the NEST drop-in service and Mental Health and Resilience in Schools programme to positively tackle the impact of those who have experienced homophobia and discrimination enabling this group to participate and engage in activities that yield positive lifelong outcomes. • JSNA Annual Report (southwark.gov.uk) • It is anticipated that the goal in the strategy focusing on increasing levels of trust with the Police will apply to those in the LGBTQI+ community, whereby the recent Casey Review (2023) found that over half of LGBTQ+ Londoners do not have confidence in the Met to treat people equally and fairly and found the Met to be institutionally homophobic. BARONESS CASEY REVIEW Final Report (met.police.uk) 	<ul style="list-style-type: none"> • Southwark has the 4th largest LGBTQI+ population in England, with 8% of residents identifying as non-heterosexual.
<p>Equality information on which above analysis is based.</p>	<p>Socio-economic data on which analysis is based</p>
<ul style="list-style-type: none"> • 1.2% of residents had a gender identity different from their sex registered at birth. • Half this group used no specific gender identity term; the rest generally used 'trans woman', 'trans man' or 'non-binary'. • These are probably substantial under-estimates. 7.3% of Southwark residents did not answer. • As at March 2021, Southwark had 500 trans man, 450 trans woman and 400 non-binary identified residents. • Southwark Demographics - Southwark Council 	<ul style="list-style-type: none"> • -
<p>Mitigating and/or improvement actions to be taken</p>	
<p>We will continue to monitor the performance of Southwark's programme and goals, including their impact on different gender identities, to ensure that particular groups are not disadvantaged.</p>	

<p>Marriage and civil partnership – In England and Wales marriage is no longer restricted to a union between a man and a woman but now includes a marriage between a same-sex couples. Same-sex couples can also have their relationships legally recognised as 'civil partnerships'. Civil partners must not be treated less favourably than married couples and must be treated the same as married couples on a wide range of legal matters. (Only to be considered in respect to the need to eliminate discrimination.)</p>	
<p>Potential impacts (positive and negative) of proposed policy/decision/business plan</p>	<p>Potential socio-economic impacts/ needs/issues arising from socio-economic disadvantage</p>
<ul style="list-style-type: none"> It is expected that S2030 will have a neutral impact on people based on their marital status. 	<ul style="list-style-type: none"> -
<p>Equality information on which above analysis is based</p>	<p>Socio-economic data on which analysis is based</p>
<ul style="list-style-type: none"> Most residents were single (never married and never in a civil partnership), making up 60% of the population aged 16 and over. This has increased since the 2011 Census. Southwark Demographics - Southwark Council 	<ul style="list-style-type: none"> -
<p>Mitigating or improvement actions to be taken</p>	
<p>We will continue to monitor the performance of Southwark's programme and goals, including their impact on different marital statuses to ensure that particular groups are not disadvantaged.</p>	

<p>Pregnancy and maternity - Pregnancy is the condition of being pregnant or expecting a baby. Maternity refers to the period after the birth, and is linked to maternity leave in the employment context. In the non-work context, protection against maternity discrimination is for 26 weeks after giving birth and includes treating a woman unfavourably because she is breastfeeding.</p>	
<p>Potential impacts (positive and negative) of proposed policy/decision/business plan; this also includes needs in relation to each part of the duty.</p>	<p>Potential socio-economic impacts/ needs/issues arising from socio-economic disadvantage</p>
<ul style="list-style-type: none"> It is expected that S2030 will have a positive impact on pregnancy and maternity. There may some be positive impact as part of our goal to reduce inequalities in health that may disproportionately affect pregnancy and maternity care but this is not judged to be significant. Reducing violence against women will also better support women in pregnancy, as pregnancy can be a trigger for domestic abuse. Domestic abuse in pregnancy - NHS 	<ul style="list-style-type: none"> -
<p>Equality information on which above analysis is based</p>	<p>Socio-economic data on which analysis is based</p>
<ul style="list-style-type: none"> New mothers in Southwark come from a diverse range of backgrounds, with 55% being from outside the UK. The most common non-UK countries of birth of mothers are Nigeria, Sierra Leone, Ghana, Poland and Somalia. JSNA Annual Report - Southwark Council 	<ul style="list-style-type: none"> -
<p>Mitigating and/or improvement actions to be taken</p>	
<p>We will continue to monitor the performance of Southwark's programme and goals, including their impact on those that are pregnant and new mothers.</p>	

<p>Race - Refers to the protected characteristic of Race. It refers to a group of people defined by their race, colour, and nationality (including citizenship) ethnic or national origins. N.B. Gypsy, Roma and Traveller are recognised racial groups and their needs should be considered alongside all others.</p>	
<p>Potential impacts (positive and negative) of proposed policy/decision/business plan; this also includes needs in relation to each part of the duty.</p>	<p>Potential socio-economic impacts/ needs/issues arising from socio-economic disadvantage (positive and negative)</p>
<ul style="list-style-type: none"> • It is anticipated that S2030 will improve outcomes for those from certain racial backgrounds. • While the goals will apply equally to all racial groups, we recognise that there are inequalities that exist in the borough and we will seek to address these through our commitment to reducing inequality and work as a result of Southwark Stands Together. • As well as this, decent homes for all may benefit those from Black / African / Caribbean / Black British backgrounds and other ethnic groups where 52% and 36% respectively identified as living in housing rented from the council in the 2011 Census (higher than the level for all ethnic groups). As well as this, the main ethnic groups of people sleeping rough in Southwark are White (59%, including 36% White-British) and Black (23%). Nationally, the highest rates of people living in overcrowded housing were in Bangladeshi (22.5%), Arab (17.1%), black African (16.3%), and Pakistani (13.5%) households, who may therefore benefit disproportionately from increased housing options. • In addition, commitments to improve trust and confidence in local policing may disproportionately impact those from Black Caribbean backgrounds where confidence is found to be the lowest. Confidence in the local police - GOV.UK Ethnicity facts and figures (ethnicity-facts-figures.service.gov.uk) • The commitment in Southwark 2030 to provide initiatives to support into employment will become more easily available with personalised support to remove barriers into good employment such as language skills and childcare. • It is anticipated that the goal in the strategy focusing on increasing levels of trust with the Police will support better outcomes . Southwark Stands Together will remain key to improving relationships with groups and communities, putting people at the heart of change. 	<ul style="list-style-type: none"> • The English Indices of Deprivation 2019 show that: <ul style="list-style-type: none"> ○ Asian people as a whole (15.7%) were the most likely out of all ethnic groups to live in the 10% most deprived neighbourhoods, followed by Black people (15.2%) ○ White people were the least likely to live in them (9.0%) ○ Out of the 18 individual ethnic groups, people from the Pakistani (31.1%) and Bangladeshi (19.3%) groups were the most likely to live in them ○ People from the Indian (7.6%), White Irish (8.1%) and White Other (8.2%) ethnic groups were the least likely to live in them. ○ The most recent demographic information about LAC is from 2021. In that year, most of the LAC in Southwark were male (59%). The most common ethnic group was Black/Black British (45%), followed by White (20%), Mixed/Multiple ethnic groups (20%), Asian/Asian British (5%) and Other ethnic groups (4%), which presents 74% of all LAC children in Southwark being from a BAME background. ○ It is hoped that focus on closing the gap in attainment for children from BAME and disadvantaged backgrounds will go further in tackling the attainment gap for this group ○ S2030 will improve access to EET, apprenticeships and scholarships for Southwark residents as well reducing those that are digitally excluded. We would expect digital exclusion to have some intersectional impacts which are more likely to be experienced by those from poorer backgrounds, who are also more likely to be from BAME backgrounds and to face language barriers. ○ People living in deprived neighbourhoods - GOV.UK Ethnicity facts and figures (ethnicity-facts-figures.service.gov.uk)

Equality information on which above analysis is based	Socio-economic data on which analysis is based
<ul style="list-style-type: none"> • In the 2021 Census, 282 different ethnicities were recorded by Southwark residents. <ul style="list-style-type: none"> ○ 51% identified as being from a White ethnical background. ○ 25% identified as Black, Black British, Caribbean or African. ○ 10% identified as Asian. ○ 7% identified as Mixed or multiple ethnicities. • 70% recorded their national identity as English, British or both. The most common non-UK identity was Spanish. • Findings of the Casey Review (2023), which found there to be institutional racism in the Metropolitan Police. • Southwark Demographics - Southwark Council • Overcrowded households - GOV.UK Ethnicity facts and figures (ethnicity-facts-figures.service.gov.uk) • JSNA Annual Report - Southwark Council • BARONESS CASEY REVIEW Final Report (met.police.uk) 	<ul style="list-style-type: none"> ○ The most recent demographic information about LAC is from 2021. In that year, most of the LAC in Southwark were male (59%). The most common ethnic group was Black/Black British (45%), followed by White (20%), Mixed/Multiple ethnic groups (20%), Asian/Asian British (5%) and Other ethnic groups (4%), which presents 74% of all LAC children in Southwark being from a BAME background.
Mitigating and/or improvement actions to be taken	
We will continue to monitor the performance of Southwark's programme and goals, including their impact on different racial groups, to ensure that particular groups are not disadvantaged.	

Religion and belief - Religion has the meaning usually given to it but belief includes religious and philosophical beliefs including lack of belief (e.g. Atheism). Generally, a belief should affect your life choices or the way you live for it to be included in the definition.	
Potential impacts (positive and negative) of proposed policy/decision/business plan; this also includes needs in relation to each part of the duty.	Potential socio-economic impacts/needs/issues arising from socio-economic disadvantage
<ul style="list-style-type: none"> • It is expected that S2030 will have a neutral impact on people based on their religion or beliefs. 	<ul style="list-style-type: none"> • -
Equality information on which analysis is based	Socio-economic data on which above analysis is based
<ul style="list-style-type: none"> • There were over 40 distinct religions identified among Southwark residents. <ul style="list-style-type: none"> ○ 43% identified as Christian. ○ 36% reported no religion. ○ 10% identified as Muslim. • Southwark Demographics - Southwark Council 	<ul style="list-style-type: none"> • -
Mitigating and/or improvement actions to be taken	
We will continue to monitor the performance of Southwark's programme and goals, including their impact on those with different religious views and beliefs, to ensure that particular groups are not disadvantaged.	

Sex - A man or a woman.	
Potential impacts (positive and negative) of proposed policy/decision/business plan; this also includes needs in relation to each part of the duty.	Potential socio-economic impacts/needs/issues arising from socio-economic disadvantage (positive and negative)
<ul style="list-style-type: none"> It is expected that S2030 will have a positive impact on both men and women, in improving outcomes for Southwark residents across health, employment, housing, safety and environmental outcomes. Particular beneficial impacts may apply to women because a safer Southwark will have a particular focus on reducing violence against women and where the Casey Review (2023) found there to be particular issues with the police response to crimes against women. We will continue working with women in our community to prevent violence against women and domestic abuse and build confidence in the police. In terms of improving and increasing social housing goal found within the Strategy, this may impact positively more on women within the borough as data from February 2024 indicate that three times more women are on the housing register in comparison to men. Housing Register and Allocation's Data 2018-2024 Improving access to all residents to mental health services will positively impact men in particular as over the last 10 years (2012 to 2021), Southwark suicide rates were three times higher in males than females (19), mirroring the national picture (20). Nationally since 2010, men aged 45 to 64 years have had the highest age-specific suicide rate (20). Preventing Suicides in Southwark Strategy 	<ul style="list-style-type: none"> Full-time female employees working in the private sector must also contend with a bigger pay gap than those in the public sector (12.8% vs 9.6%). For all workers (full- and part-time), the UK's median gender pay gap in 2023 is 14.3% in favour of men (down 0.1% from 14.4% in 2022). So, women in the UK only earn 86 pence, on average, for every pound earned by men. It is expected the strategy will have a positive effect on women in particular with a commitment to ensure more people than ever are supported into work, apprenticeships, training and scholarships and that there is a sustained reduction in the number of people who are digitally excluded in particular, therefore opening up more opportunities to access better employment opportunities, including for women. <p>CIPHR gender pay statistics 2023</p>
Equality information on which above analysis is based	Socio-economic data on which analysis is based
<ul style="list-style-type: none"> On Census Day 2021, the usual resident population of Southwark was 307,600. Of which, 48% (149,000) identified as male and 52% (158,600) as female. Southwark Demographics - Southwark Council BARONESS CASEY REVIEW Final Report (met.police.uk) 	<ul style="list-style-type: none"> Across all occupations, the average median gender pay gap for full-time workers in the UK in 2023 is 7.7% in favour of men. This means that the gender pay gap has stayed relatively unchanged for full-time workers over the last year (it was 7.6% in 2022), with women's hourly pay still lagging men's hourly pay in many occupations. The UK's mean gender pay gap for full-time employees is 10.7% in favour of men <p>CIPHR – based on ONS data</p>
Mitigating and/or improvement actions to be taken	
<p>We will continue to monitor the performance of Southwark's programme and goals to ensure that particular groups are not disadvantaged.</p>	

Sexual orientation - Whether a person's sexual attraction is towards their own sex, the opposite sex or to both sexes	
Potential impacts (positive and negative) of proposed policy/decision/business plan; this also includes needs in relation to each part of the duty.	Potential socio-economic impacts/needs/issues arising from socio-economic disadvantage (positive and negative)
<ul style="list-style-type: none"> It is expected that S2030 will have a positive impact on people with different sexual orientations. There may be some positive impact as part of reducing inequalities in health. There is increasing academic evidence that that key public health challenges disproportionately impact the LGBTQI+ population group, with higher levels of smoking, alcohol use, incidence of some cancers and mental ill-health. LGBTQI+ individuals also experience discrimination and homophobia when accessing health, care and other services. Therefore we expect that a reduction in health inequality will support better health outcomes for this group. It is envisaged young people and adults who identify as LGBTQ+ benefit from services such as the NEST drop-in service and Mental Health and Resilience in Schools programme to positively tackle the impact of those who have experienced homophobia and discrimination enabling this group to participate and engage in activities that yield positive lifelong outcomes. JSNA Annual Report (southwark.gov.uk) It is anticipated that the goal in the strategy focusing on increasing levels of trust with the Police will apply to those in the LGBTQI+ community, whereby the recent Casey Review found that over half of LGBTQ+ Londoners do not have confidence in the Met to treat people equally and fairly and found the Met to be institutionally homophobic. 	<ul style="list-style-type: none"> Southwark has the 4th largest LGBTQI+ population in England, with 8% of residents identifying as non-heterosexual.
Equality information on which above analysis is based	Socio-economic data
<ul style="list-style-type: none"> 8.1% of residents (nearly 21,000 people) aged 16+ identifying as non-heterosexual. 4.5% were lesbian or gay and 3.2% were bisexual or pansexual. <ul style="list-style-type: none"> LGB+ prevalence peaked in 16–24 year olds for women and 35–44 year olds for men. 6.2% of Southwark women identify as LGB+. 10.1% of Southwark men identify as LGB+. Southwark Demographics - Southwark Council 	<ul style="list-style-type: none"> -
Mitigating and/or improvement actions to be taken	
We will continue to monitor the performance of Southwark's programme and goals, including their impact on those with different sexual orientations, to ensure that particular groups are not disadvantaged.	

Human Rights

There are 16 rights in the Human Rights Act. Each one is called an Article. They are all taken from the European Convention on Human Rights. The Articles are The right to life, Freedom from torture, inhuman and degrading treatment, Freedom from forced labour, Right to Liberty, Fair trial, Retrospective penalties, Privacy, Freedom of conscience, Freedom of expression, Freedom of assembly, Marriage and family, Freedom from discrimination and the First Protocol

Potential impacts (positive and negative) of proposed policy/decision/business plan
It is not anticipated that changes as a result of S2030 will impact individuals' human rights. The analysis undertaken in this document and proposed mitigations will ensure that there is no discrimination.
Information on which above analysis is based
As above
Mitigating and/or improvement actions to be taken
<ul style="list-style-type: none"> • S2030 goals will be delivered and monitored through an <i>Outcomes Framework</i>. The evidence base to the Outcomes Framework will be underpinned by detailed EDI data and analysis. This will enable effective monitoring and evaluation of the S2030 goals. This will provide a baseline by which S2030 and the accompanying Outcomes Framework can demonstrate how it reduces inequality and is meeting the needs of all Southwark population, identify gaps and establish mitigations.

Conclusions

Summarise main findings and conclusions of the overall equality impact and needs analysis for this area:

We anticipate that S2030 will not negatively impact those with protected characteristics and expect that it will go further than our existing work to support reductions in inequality, particularly for certain racial groups, women and children and young people.

Section 5: Further equality actions and objectives

5. Further actions			
Based on the initial analysis above, please detail the key mitigating and/or improvement actions to promote equality and tackle inequalities; and any areas identified as requiring more detailed analysis.			
Number	Description of issue	Action	Timeframe
1	New policies developed to support Southwark 2030 will need to be designed and implemented in a way that delivers improved outcomes for those with protected characteristics.	All major programmes and projects arising as a result of this strategy will go through the EINA process.	Ongoing
2	Progress against these equalities aims must be measured.	We will monitor the impact of our programmes on those living with protected characteristics and track outcomes for these groups to measure our success.	Ongoing
3	More information is needed to comprehensively understand the equalities position in Southwark. We suggest undertaking further analysis to investigate current inequalities in Southwark and provide a baseline for future comparative data going forward. Local and national sources of information to be included. Comprehensive account of all existing data to ensure cross cutting to all areas are included.	To undertake further analysis to ensure Southwark is working from a comprehensive evidence base.	By end of March 2025

Meeting Name:	Council Assembly
Date:	20 November 2024
Report title:	Old Kent Road Area Action Plan: 2024 Draft
Cabinet Member:	Councillor Helen Dennis, Cabinet Member for New Homes and Sustainable Development
Ward(s) or groups affected:	All
Classification:	Open
Reason for lateness (if applicable):	Not applicable

RECOMMENDATIONS

That Council Assembly:

1. Approve the proposed submission documents set out at Appendix A to G (i.e. *the Old Kent Road Area Action Plan: 2024 Draft (Appendix A) for consultation, the Consultation Plan (Appendix B), Consultation Report (Appendix C), Integrated Impact Assessment (Appendix D), Habitats Regulations Assessment (Appendix E), Equality Impact Assessment (Appendix F) and Health Impact Assessment (Appendix G)*) in principle for Regulation 19 statutory public consultation and to authorise officers to proceed to Regulation 22 (i.e. submit to Secretary of State and to notify the public of the submission), subject to no major modifications arising from the Reg 19 statutory public consultation (subject to recommendations 2, 3, 4 and 5 below);
2. Delegate the approval of any minor amendments resulting from its meeting and a final review by officers on the Old Kent Road Area Action Plan: 2024 Draft to the Director of Planning and Growth in consultation with the Cabinet Member for New Homes and Sustainable Development;
3. Approve the final version of the documents specified in recommendation 1;
4. Resolve to publicly consult on the proposed submission documents set out at Appendix A to G to this report;
5. Authorise officers to proceed to Regulation 22 (i.e. submit to Secretary of State and to notify the public of the submission), subject to no major modifications arising from the Reg 19 statutory public consultation of the proposed submission documents;
6. Delegate the approval of any minor amendments resulting from its meeting or consultation on the Old Kent Road Area Action Plan: 2024 Draft to the Director of Planning and Growth in consultation with the Cabinet Member for Cabinet Member for New Homes and Sustainable Development before submission to Secretary of State.

REASONS FOR RECOMMENDATIONS

7. The Council would like to manage growth sustainably and inclusively in the Old Kent Road area, and the Area Action Plan (AAP) is the mechanism to achieve this.

ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

8. The Council has a Local Development Scheme (LDS) covering the period 2022-2025. The LDS sets out a timetable for the preparation and adoption of various local planning policy and guidance documents, including Area Action Plans (AAPs). The LDS commits the Council to submitting the draft Old Kent Road AAP for Examination in Public before the end of 2024. It expects the Inspector's report to be published in summer 2025, and for the AAP to be adopted shortly thereafter.
9. For this reason, no alternative options to preparing the draft Old Kent Road AAP have been considered. Adopting an up-to-date AAP within the timeframe stipulated by the LDS is essential to ensure an effective set of policies are in place for delivering regeneration outcomes and informing decision making on planning applications.
10. The Integrated Impact Assessment (IIA) explored the likely impact of two different masterplan options for growth in the area, along with 'low', 'medium' and 'high' growth scenarios based on the evolution of evidence base documents and discussions with the local community. The IIA found 'Option B - High Growth' to be the most appropriate option, and as such the other options have been discounted.

POST DECISION IMPLEMENTATION

11. Once agreed for consultation by a meeting of the Full Council, the AAP will be published on the Council website and consulted on in other ways in the run-up to the submission of the draft to the Secretary of State for its Examination in Public. At this consultation stage if significant issues in respect of the soundness of the plan are raised then it may need to be reported back to Cabinet and to Full Council. If minor issues are raised, officers are requesting the delegated authority to make those minor changes in consultation with the Cabinet Member for New Homes and Sustainable Development. Once submitted to the Secretary of State, issues raised by the Inspectors and other stakeholders as part of the Examination in Public may require some of the content of the AAP to be updated. The Inspectors will issue their report after the Examination in Public, and their recommendations will be incorporated into a final draft of the AAP. Once the Inspectors are satisfied with the final draft, the AAP will be adopted at Council Assembly.
12. Following adoption, the AAP will be reviewed and updated on an ongoing basis to take into account any changing circumstances affecting the Old Kent Road area, Southwark or any changes in regional and national policy as required. Such updates to the AAP will be consulted upon before being determined by Cabinet.

Key Activity	Target completion date
Public and stakeholder consultation on the draft	Q3/Q4, FY 2024

Old Kent Road AAP	
Examination in Public of the draft Old Kent Road AAP	Q1, FY 2025
Inspector's Report and adoption of the draft Old Kent Road AAP	Q2, FY 2025
Ongoing post-decision monitoring and updating	Post Q3, FY 2025

BACKGROUND INFORMATION

13. In December 2020, Cabinet resolved to consult on the revised draft Old Kent Road Area Action Plan (AAP), an ambitious growth strategy for the Old Kent Road area, which the Mayor of London designated as an opportunity area in 2015. Over the next 18 years the Opportunity Area will be transformed through:
 - the delivery of two new underground stations as part of the Bakerloo Line Upgrade and Extension (BLUE);
 - 20,000 new homes, of which 7,000 will be affordable (including 5,000 social rented homes); and
 - 10,000 additional jobs.
14. The AAP embeds the Council's commitment to putting local residents, communities and others at the heart of the regeneration. The AAP is planned to be family friendly, with a commitment to improving the area for families and young people, and integrating older people into community life.
15. The AAP contains a commitment to tackling the Climate Emergency, principally achieved by requiring all new development to achieve net zero carbon.
16. The plan continues to promote a healthier environment and transport improvements including the Bakerloo Upgrade and Extension (BLUE), limitations on car parking, reduced air pollution and sustainability improvements for water, drainage and energy. The Old Kent Road high street itself will be improved with a strategy for healthy streets; this includes safer crossing points, segregated bus lanes, a range of new cycle routes and more tree planting.
17. Extensive consultation has taken place over the last eight years on previous drafts of the AAP and on the Design Codes produced for the AAP.
18. Following Examination in Public in 2021, the Southwark Plan was adopted in early 2022. The vision, policies and site allocations it sets out apply to development in the Old Kent Road Opportunity Area. The AAP builds on the strategy set out in the Southwark Plan 2022, providing additional policies and a masterplan that together prescribe specific land uses and promote an integrated approach to place-making and transport improvements.
19. Once adopted, the AAP will form part of Southwark's Local Development Framework and be used alongside the Southwark Plan 2022 to determine planning applications and focus investment. It will also be endorsed by the Mayor of London as an Opportunity Area Planning Framework document. As a part of Southwark's Local Development Framework, it is required to be consistent with the borough-wide Southwark Plan 2022 and must be in general conformity with the London Plan 2021.

20. One of the key drivers for change in the Old Kent Road area is the delivery of the Bakerloo Line Extension (BLE) and improvements to surface transport on the Old Kent Road high street. For the last eight years, the Council has been actively campaigning in coalition with Lewisham Council and more recently with Central London Forward to “Back the Bakerloo”.
21. In 2020, and following two rounds of earlier consultation, TfL launched a consultation for the preferred option location of two stations on the Old Kent Road high street (one at Burgess Park and one at the northern end of Asylum Road). 89% of respondents made positive or supportive comments about the BLE proposals. Work is ongoing by TfL and the boroughs to update the business case for the BLE and complete the feasibility design, including packages of work looking at station design and funding options.
22. The Secretary of State for Transport has issued directions to safeguard land needed to deliver the BLE. The directions preserve parcels of land for future infrastructure, either temporarily during construction or permanently, to ensure the extension can be delivered as soon as possible. Safeguarding also covers land which, if developed, could otherwise impact on the ability to construct or operate the railway, for example due to foundation design.
23. The estimated cost of the BLE is £8 billion, and delivery of this major piece of new transport infrastructure remains dependent on a viable funding package being put together. TfL and the Mayor of London remain committed to delivering the BLE. However, it is vital that the government works with TfL to agree a longer term funding package so that the thousands of new homes and jobs which the project is set to bring are not put at risk.

KEY ISSUES FOR CONSIDERATION

24. The draft OKR AAP 2024 is an ambitious plan for the regeneration of the Old Kent Road area. It provides more detail to the Southwark Plan 2022 vision, objectives and policies to manage change over the Plan period.
25. The key elements of the draft OKR AAP 2024 are the Vision, the Strategy and the Policies, all of which have been guided by the series of goals set out in the Southwark 2030 Strategy agreed by Cabinet in July 2024. Before going into detail about the Vision, Strategy and Policies, the bullet points below set out each of the 2030 goals along with some examples of how the AAP will play its role in delivering these:
 - a) Decent homes (people live in safe, well-maintained homes)
 - The AAP seeks to: deliver a total of 20,000 new homes, in a mix of affordable and private tenures; increase the number of genuinely affordable homes in the Old Kent Road OA; and improve the supply of specialist and older people’s housing.
 - b) A good start in life (children and young people have a great childhood that builds on a solid foundation for adult life)

- The AAP seeks to: improve the environment in and around schools; support the expansion of schools where there is demand for extra places; provide a network of outdoor space and youth facilities that will improve outcomes for children who face disadvantage and ensure all young people can participate in positive activities.
- c) A safer Southwark (crime is low and people feel safe)
- The AAP seeks to deliver buildings, streets, parks, other public spaces and a public transport network that through their design reduce opportunities for crime and engender greater confidence about spending time in and moving through the Old Kent Road Area during both the day- and night-time.
- d) A strong and fair economy (ensuring everyone can benefit from Southwark's economic strength and growth)
- The AAP seeks to: deliver 10,000 new jobs, including in higher-paid and emerging sectors; support the existing business ecosystem, including SMEs, in part through the delivery of affordable workspace; and support the town centre to flourish into a hub for recreation, shopping and entertainment.
- e) Staying well (ensuring that people across our whole community can have good health and wellbeing)
- The APP seeks to: create more opportunities for exercise and outdoor recreation through a network of open space and green links; and enhance local health care provision through the delivery of a health hub.
- f) A healthy environment (our environment is clean, green and healthy)
- The APP seeks to: create more green space and biodiversity for our community to enjoy; help people and businesses switch to healthy, clean and green transport; and reduce carbon emission associated with the construction and operation of new buildings and infrastructure, the District Heat Network playing a major role in this goal.

Vision of the draft OKR AAP 2024

26. The Vision remains focused on re-establishing the Old Kent Road as one of London's most important arteries, connecting the city to the rest of Europe. The three prongs of the Vision are:
- the 'Greener Belt', an ambitious plan to create a green corridor through the Opportunity Area by linking together enhanced existing open spaces, new green pedestrian and cycle routes and new parks (with the potential to extend into other parts of the borough and our neighbouring boroughs of Lambeth and Lewisham);
 - 'Connecting Communities', a strategy to deliver for all existing and future residents a range of high quality housing, youth facilities, schools leisure, health centres, parks and a wide variety of jobs; and
 - The "Bow Tie" employment strategy, which seeks to capitalise on the area's geographic location and leverage the benefits of the BLE to integrate the Old Kent Road Area into the cluster of business and economic centres north and south of the Thames (the City of London, the West End, Waterloo, Bankside, Vauxhall, Nine Elms, Canada Water and New Bermondsey).

Strategy of the draft OKR AAP 2024

27. The Strategy section of the AAP set out how, through a number of plan objectives, the Vision will be achieved. These objectives are:

a) Bakerloo Line Extension

- Extend the Bakerloo Line and deliver two new stations along the Old Kent Road.
- Deliver the 'Bakerloop Bus' which will provide an enhanced service along the Old Kent Road to support growth in advance of the delivery of the BLE.

b) New Homes

- Build 20,000 new homes co-located with new employment space.
- At least 7,000 of these new homes will be affordable including at least 5,000 social rented homes.
- Provide a mix of home sizes with housing suitable for every stage of life.
- Provide a mix of home types, primarily flats but including terraced houses, delivered in high density, mixed use neighbourhoods.
- 50% of new Council homes will be let to local residents.

c) Employment, Jobs and Business

- Double the number of jobs from approximately 10,000 to 20,000.
- Promote the Old Kent Road area as a location for Life Sciences employment space supporting the wider life sciences clusters at Guys and St Thomas's (London Bridge), King's College / Maudsley (Camberwell) and Canada Water.
- Increase the range of jobs by providing different types and sizes of employment space from laptops to forklifts including light industrial, maker spaces, warehousing and distribution, offices, workspaces, retail, leisure and entertainment facilities.
- Provide local jobs and skills training for young people.
- Sustain the business ecosystems which help to make the Old Kent Road area successful.
- Develop the Council's own affordable workspace provision.

d) Town Centre, Leisure and Entertainment

- Create two new district town centres which promote a sense of community and prevent loneliness and social isolation.
- Provide a variety of shops and facilities including local independent shops and large stores such as supermarkets, homeware and hardware available on the high street.
- Deliver exciting new activities in leisure, entertainment, recreation and play in the town centre for local people of all ages to get out and have fun in the day and night time.

e) Movement

- Make the whole of the Old Kent Road high street an exemplary Healthy Street, where people can choose to safely walk, cycle and use public transport by providing sufficient footway widths, and where possible segregating bus

and cycle lanes subject to the final design of the TfL Healthy High Street project.

- Provide efficient, rationalised and sustainable service routes to the new stand-alone and co-located workspace in a way that does not compromise the function of either the residential or workspace uses.
- Implement a Controlled Parking Zone across the whole of the Opportunity Area and create low traffic neighbourhoods around local roads which will also ensure that service routes to employment uses can function efficiently.
- Deliver High Street links to create better pedestrian and cycle connections to the Old Kent Road from its residential and commercial hinterland, helping to secure the economic revival of the high street.
- New residential development will have zero car parking (other than Blue Badge), new commercial development will need to commit to the use of electric vehicles, and TfL will be encouraged to have a low emission bus fleet.

f) Parks and Open Space

- Increase the public open space provision to 30 hectares and deliver more trees on streets and in the new open space.
- Create four new major parks: Mandela Way Park, Livesey Park (at the old gasworks), Surrey Canal Park and Frensham Street Park, which will connect existing and new neighbourhoods and help deliver the Greener Belt.
- Create a network of green links and spaces that connect established residential neighbourhoods with the parks, stations, high streets and community hubs.

g) Energy and Climate Change

- Address the Climate Emergency by working towards the carbon neutrality target.
- Create low carbon jobs and businesses, and support existing individuals and business owners to move towards zero carbon.
- Reduce carbon emissions from vehicles by requiring car free residential development and by reducing the number of commercial trips through the provision of last mile logistics hubs and the use of electric commercial vehicles, cargo and quadricycles.
- Provide infrastructure and work with infrastructure providers of transport, energy and other utilities to enable reduction in carbon.

h) Schools, Community and Youth

- Potential to expand existing primary schools to provide additional pupil numbers as needed, with an option to deliver a new secondary school.
- Promote the co-location of nurseries, primary schools and older people's accommodation for intergenerational wellbeing.
- Ensure every child has a safe and positive experience of growing up in the Old Kent Road area.
- Create a new network of youth facilities including at 231 Old Kent Road, Leyton Square, Frensham Street Park and the Tustin Estate. These will be delivered to ensure access to youth facilities and resources are spread equitably across the plan area.

i) Culture and Heritage

- Strengthen the identity of the Old Kent Road area as a cultural destination, attracting new creative enterprises, a higher education institution and a major cultural attraction.
- Integrate the Old Kent Road area's historic and valued character into new development, celebrating its industrial past and present.
- Protect and enhance listed and non-listed heritage assets and buildings and features of townscape and historic interest, and find new uses for old buildings.

j) Health and Wellbeing

- Reduce air pollution to improve the health and wellbeing of our residents.
- Deliver NHS health services including a co-located health facility at Verney Way.
- Support school streets programmes, reducing vehicular movement outside schools and locating servicing entrances for propose developments are located away from key access points and playgrounds.

28. The 10 categories under which these objectives have been grouped are a refinement of the 13 categories in the Strategy section of the draft AAP 2020. Notwithstanding, the spirit and substance of the objectives remains largely unchanged. The only changes relate to the deletion of some of the more technical requirements (these are now referenced in the applicable policy instead) and the introduction of references to the new life sciences and Bakerloop Bus objectives.

Policies of the draft OKR AAP 2024

29. The Policies section of the AAP sets out the thematic principles that will guide development across the Opportunity Area in order to achieve the Vision and Strategy. The key points of note are:

Policy AAP1: The Masterplan

30. The text content of AAP1 remains largely similar to the corresponding policy in the draft OKR AAP 2020, but has been updated to ensure conformity with the Southwark Plan 2022 and the AAP masterplan and design codes.
31. It also shows how the site allocations, including estimated numbers of homes and jobs which are identified in the Southwark Plan 2022 can be delivered.

Policy AAP2: Bakerloo Line Upgrade and Extension

32. The policy now includes definitions of various terms relating to the Bakerloo Line Upgrade and Extension (BLUE). Two of the key ones are:
- the Bakerloo Line Extension (BLE) acronym, which describes the southwards extension of the Bakerloo Line in two stages from Elephant and Castle to Hayes, the initial stage being from Elephant and Castle to Lewisham involving the construction of two new underground stations, and the second stage from Lewisham to Hayes; and
 - the Bakerloo Line Upgrade (BLU) acronym, which describes the provision of new rolling stock together and modernisation of signalling equipment, enabling

faster line speeds, increased train frequencies, and improved safety and reliability on the existing Bakerloo Line.

33. The policy also explains why the BLU is needed as a precursor to the BLE.
34. The policy provides an update on the timeframes for delivery of the BLE, explaining that the letting of the construction contract and start of works is expected in 2030, with construction set to complete in 2038.
35. The policy brings the timescales of the two-phase Housing Delivery Plan up to date, setting out that the 9,500 homes within Phase 1 are expected to be constructed by 2032, with the 10,500 in Phase 2 to be complete by 2042.
36. References to investment in schools, health and leisure facilities have been removed from the policy and placed in the other applicable policies.
37. With regard to the monitoring of which schemes are in Phase 1 and Phase 2 delivery, the policy upholds the commitment in the 2020 OKR AAP to undertake annual reviews of both the grant of planning permissions and the implementation of schemes. If schemes in Phase 1 are not implemented they may be moved into Phase 2 and Phase 2 schemes which are more likely to be implemented moved to Phase 1. In this way our aim is to maximise delivery of housing in advance of the BLE being confirmed.
38. In support of the policy, we have recently launched the Moving London Forward report, which identifies and quantifies the social and economic benefits the BLUE will unlock. We will also complete in the coming weeks the BLE Funding Considerations Study. Both of these studies have been prepared in collaboration with London Borough of Lewisham, TfL and Central London Forward.

Policy AAP3: Homes for All

39. Under the draft 2020 OKR AAP, this policy required at least 35% of new homes to be affordable and for development proposals to deliver a specific mix of housing. Although these requirements have now been adopted in the Southwark Plan 2022, AAP3 still mentions them to ensure readers remain aware of the policy requirement.
40. The policy now makes express reference to providing new Council housing including for the over-55s, and reinforces the local need for larger family homes. It also explicitly links housing density to the capacities the BLE can support, and strengthens the co-location ambition. The policy also includes reference to Key Worker Housing to ensure consistency with the CIL and S106 SPD, adoption of which is targeted for early-to-mid 2025.
41. The Old Kent Road Opportunity Area overall is achieving the highest average % delivery of affordable housing in London, with 3,333 homes being delivered, of which 51.2% are affordable. The 'Reasons' section of the policy refers to these up-to-date statistics as a way of demonstrating delivery.

Policy AAP4: Student Homes

42. The draft OKR AAP 2024 includes a student housing policy, AAP4, that sets out how consistency with the London Plan Purpose Built Student Accommodation policy (Policy H15) requirement to create mixed and inclusive communities will be achieved in the Old Kent Road Opportunity Area.
43. In the 'Development Must' section, the policy requires proposed student housing developments to demonstrate how, through their design and location, they will help create mixed and inclusive neighbourhoods. It explains that, when assessing whether a planning proposal would achieve this aim, the following matters will be taken into consideration:
- proximity to other student housing schemes; and
 - the availability of other sites for other types of homes, including affordable and family homes; and
 - whether the proposal will deliver other plan priorities (including affordable housing, affordable workspace, open space and the high street).
44. The words "mixed and inclusive neighbourhoods" have been used to ensure consistency with the policies of the London Plan 2021.
45. Across the Opportunity Area we have been requiring all student housing developments, not just conventional housing proposals, to make a contribution towards public open space. Where a proposal cannot deliver the required amount of public open space on-site, a payment-in-lieu has been applied using a conversion rate of every 2.5 student bedspaces being equivalent to 1 conventional home. This is as per the approach endorsed in the London Plan. A tariff is applied for each 5 square metres of public open space shortfall; this financial contribution is then secured through the s106 agreement. To provide clarity to readers, this requirement has been included in the 'Development Must' section of AAP4. The payment-in-lieu mechanism is also reflected in the draft S106 and CIL SPD 2024.
46. Policy P5 of the Southwark Plan 2022 sets out affordable housing requirements for student housing proposals depending on the operation of the accommodation (e.g. direct let or nominations) and the provision of student rooms at affordable rates. Policy P5 also stipulates wheelchair accommodation requirements for student housing proposals. To avoid duplication of a pre-existing policy, AAP4 makes no mention of these matters.

Policy AAP5: Businesses and Workspace – The Bow Tie

47. Requirements for new developments to provide affordable workspace and relocation options for displaced businesses have been removed from this policy because these became policy requirements when the Southwark Plan 2022 was adopted. These have now been moved into a 'Commitments' section so that readers are aware that the requirements exist and are part of the Southwark Plan, with the rationale expanded upon in the 'Reasons' section.
48. The policy is strongly underpinned by the themes of co-location of residential and commercial uses and industrial intensification, explaining that these are critical to making the most efficient use of land in order to deliver homes and jobs whilst strengthening the special character of the Old Kent Road Opportunity Area as a creative and productive part of London.

49. AAP5 also explains the broad spatial strategy for where certain employment uses will be located. Guided by the overarching “Bow Tie” employment strategy, it expects office or “lap top” uses to be focused in the town centre nearer to the new BLE stations and heavier “forklift” industrial uses to be located in the Opportunity Area Core, Locally Significant Industrial Sites (LSIS) and Strategic Protected Industrial Locations (SPIL).
50. The policy refocuses attention on the importance of designing mixed use developments so that servicing arrangements enable residential and commercial uses to coexist with each other.
51. The figure of 10,000 new jobs is underpinned by up-to-date projections for different kinds of employment space (office, studios, light industrial and logistics/distribution etc.) and the estimated job numbers arising from this.

Policy AAP6: Life Sciences

52. ‘Life Sciences’ is the second of two new policies proposed for inclusion in the draft OKR AAP 2024. It has been positioned immediately after AAP5 because of the common thread of seeking to diversify and strengthen the Opportunity Area’s economy and business environment.
53. With proximity to the emerging life sciences cluster at Bankside and London Bridge, as well as Guys and St Thomas’ and Kings College hospitals, the Old Kent Road area holds significant potential to provide “wet labs” and other facilities associated with medical and life sciences sectors including “back of office” support space. The policy seeks to capitalise on the Old Kent Road area being the geographic centrepiece between Southwark’s clusters and a number of other clusters in neighbouring boroughs.
54. AAP6 encourages meanwhile life sciences use of development sites in advance of the delivery of the BLE.
55. The policy is borne out of the Life Sciences Strategy produced and promoted by SC1 London, which aims to make south central London a world-recognised district for life sciences expertise and innovation.
56. AAP6 is fully aligned with the National Planning Policy Framework draft, the London Plan and the Southwark Plan in supporting the growth of the life sciences sector.

Policy AAP7: Town Centres, Leisure and Entertainment

57. The ‘Strategy’ section of the policy now clarifies that there are two District Town Centres in the Old Kent Road area. It introduces a requirement for new leisure and town centre links to be delivered; these will provide increased connectivity from existing and proposed residential and business communities to the high street to support the town centre economy.
58. The NHS strategy for Southwark aspires to deliver three health hubs: one in the Old Kent Road area, one at Elephant and Castle, and one at Canada Water. The

‘Strategy’ section of this policy continues to refer to an Old Kent Road health hub. The policy also includes a map identifying sites where the health hub could be located.

59. The ‘Reasons’ section of the policy has been updated to include details of redevelopments currently under construction, as well local investment projects underway, including those that have received Future High Streets grant funding.

Policy AAP8: Movement – People Place, Experience

60. The Strategy section of this policy has been updated to include the following strengthened and new ambitions:
- deliver the Bakerloop Bus to support Phase 1 growth;
 - design commercial servicing intelligently to ensure the mixed use agenda is successfully delivered;
 - deliver town centre links to improve the walking and cycling experience across the Opportunity Area and better integrate Old Kent’s Road neighbourhoods with each other and with the high street; and
 - convert the roads at the front of John Keats and Phoenix Primary Schools into parks;
 - make the Old Kent Road high street an exemplary Healthy High Street and deliver TfL’s Healthy High Streets project;
61. Another of the strategies which has been carried-forward into the 2024 draft of the AAP from the 2020 draft is the implementation of an area-wide Controlled Parking Zone. Since the date of the 2020 draft AAP, the entire Old Kent Road AAP area has been designated a Controlled Parking Zone. The Council’s Highways division intend to complete all remaining works by winter 2024 / spring 2025, subject to all statutory consultation processes.
62. The ‘Development Must’ section of this policy has been updated to place stronger emphasis on the need for proposals to provide coordinated commercial servicing, appropriate electric vehicle infrastructure and adequately-sized footways. This section of the policy also provides greater clarity about the s106 financial contributions that will be sought from new developments in the Opportunity Area
63. With regard specifically to the matter of commercial servicing, the major changes to the policy since 2020 are:
- it introduces the concept of primary commercial service routes (more location-specific detail about which is provided in the sub-areas); and
 - it recognises the importance of providing appropriate infrastructure for sustainable emerging forms of delivery vehicle (electric vehicles, cargo bikes, quadricycles etc.).
64. The ‘Reasons’ section of the policy has been updated to reflect the changes, but the key message of needing to provide healthier and better connected neighborhoods through cleaner and greener infrastructure remains dominant. The ‘Reasons’ section also rationalises the demolition/construction management guidance for developers.

Policy AAP9: The Greener Belt Strategy – Parks and Healthy Streets

65. This policy, the name of which differs slightly to that used in the draft OKR AAP 2020, now has a more detailed 'Strategy' section explaining the rationale behind the Greener Belt.
66. AAP9 includes further explanation about how the public open space "equalisation" mechanism works. It also includes two guides, one named 'Principles of Public Open Space Delivery' and the other 'Principles of Playspace Delivery', to help developers prepare their planning application proposals.
67. The locations and sizes of parks proposed in the draft OKR AAP 2020 remain largely unchanged in the 2024 draft, with the exception of an increase in size of the Livesey or Gas Works Park.
68. There has been some rationalisation and elaboration of the 'Reasons' section of the policy.
69. With regard to capital funding, this would come from a combination of s106 financial contributions and CIL monies. Most running costs will be covered by developers where they retain freeholds (such as Mandela Park and Ruby Triangle) through their service charge regimes. Where parks are shared across freeholds (such as Surrey Canal Park) we have developed s106 mechanisms to ensure they are managed as a single space. In some instances, s106 and CIL payments are going to fund capital works improvements to our parks and we will continue to manage those park spaces (such as Brimington Park and Leyton Square). There will be some new open spaces that the Council owns, for which revenue funding would be required (Frensham Street and Livesey Park are two examples). Bramcote Park is an example of a park we own part of the freehold of; we are in the process of establishing whether it would be best to fund the maintenance regime via the Council's Housing Team or the Council's Park Team.

Policy AAP10: Tall Buildings – The Stations and the Crossings

70. The 'Strategy' section sets out where tall buildings will be located in the Old Kent Road Opportunity Area and what height they will be. Additions have been made to the design requirements of tall buildings, including consideration of townscape, relationship to heritage assets, to local and strategic views, and managing changes in urban scale and form. More detail has also been provided about the role that Tier One, Two and Three tall buildings will play in the townscape.
71. Consequently the 'Development Must' section of the policy has been simplified, essentially requiring that development must implement the three tier tall building strategy.
72. There have been some deletions from the wording in the draft OKR AAP 2020 that repeats the tall building policy of the Southwark Plan 2007, the latter having been rescinded upon the adoption of the Southwark Plan 2022.

Policy AAP11: Character and Heritage

73. Following the adoption by the Council in December 2023 of locally listed buildings, this policy has been updated where appropriate to refer to this designation. The policy continues to identify a small number of buildings in the Opportunity Area that are not locally listed but nevertheless warrant a degree of protection because of their townscape, architectural, cultural and/or heritage merit. The 'Definitions' section of the policy defines each of these classifications. They are reflected on an accompanying map.
74. Since the date of the draft OKR AAP 2020, there have been five new conservation areas adopted in the Old Kent Road area. Furthermore, the historic industrial chimney and part of the original factory building at Glengall Road has been retained and integrated as part of a co-located residential/workspace redevelopment. These developments have been referenced in the 'Reasons' section of the policy.
75. The policy gives stronger emphasis to the archaeological heritage of the Opportunity Area, requiring developments to conserve sites of interest including and, where appropriate, make the results of archaeological work publicly accessible.

Policy AAP12: Design

76. The 'Strategy' section of this policy now makes an express requirement for new development to be well-designed and constructed in high quality durable materials that will withstand the test of time.
77. A 'Targets' section has been introduced to match the presentation style of other policies. It communicates the continued focus on quality-driven and contextually-responsive new development.
78. The 'Development Must' section of the counterpart policy in the draft OKR AAP 2020 included dedicated topic-based design guidance covering matters such as design of streets, parks and buildings. In the draft OKR AAP 2024, some of this guidance has been retained and made more detailed where it applies masterplan-wide, with the area-based detailed design guidance now included in the sub-area sections. The latter has been informed by the design code commissions. This aligns with the approach promoted by the NPPF 2023. Where appropriate, design codes will be commissioned for the remaining sub areas.
79. Some sections of the guidance have been removed because they would otherwise repeat content from the Southwark Plan 2022 and/or other policies within the draft AAP.
80. With the dedicated area-based design guidance having been moved into the sub-areas, the 'Development Must' section of this policy now gives focus to three key topics:
 - Materials;
 - Building Typologies; and
 - Connecting Communities.

81. The 'Reasons' section remains unchanged compared to the AAP 2020 version, except that it mentions the successful delivery of schemes to date and some of the lessons learnt.

Policy AAP13: Climate Emergency

82. This policy of the draft AAP gives increased focus to the District Heat Network (DHN), as this is a major low carbon energy project particular to the Old Kent Road area. We are working with partners to deliver the DHN and, following the adoption of the Local Development Order in 2023 that enables the network's rollout, we have already begun laying some of the pipework infrastructure. This aligns with the Council's Climate Change Action Plan 2021, which promotes the creation of a DHN.
83. AAP13 now includes detailed design requirements that development proposals must accord with in order to facilitate future connection to the DHN.
84. AAP13 also gives focus to reducing emissions generated by transport, through delivering car free development and facilitating new industrial typologies that encourage electrification and cargo bikes/quadracycles. The stacked logistics hub at Mandela Way, granted consent in 2023, is an example of a typology that responds to the Last Mile Logistics challenge.

Policy AAP14: Water Management, Air and Noise Quality

85. Previously called 'Cleaner, Green, Safer', AAP14 has been renamed to better reflect the thrust of the policy.
86. The policy has been rationalised and reordered to make it more focused, but the substantive content has largely been retained, the exceptions being the drainage hierarchy and grey water references. These have been removed because these are now captured in the Southwark Plan 2022.

Policy AAP15: Great Start in Life – Child and Youth Provision

87. This policy brings together two separate policies from the draft OKR AAP 2020, 'Best Start in Life' and 'Child and Youth Provision'. It has been named to align with the Great Start in Life policy of the Southwark Plan 2022, SP3.
88. The current situation with school under-subscriptions in the Old Kent Road area is such that the wording of AAP15 now refers to the "potential" for additional pupil places and new schools to be delivered, depending on demand. This is different to the wording of the policy in the draft OKR AAP 2020, which commits to delivering two new primary schools and a new secondary school. We continue to own the land on which the secondary school would be located so it remains an option should delivery be required in the future.
89. The policy includes new commitment to develop a youth facility and space for local residents and community organisations at Leyton Square. The 'Reasons' section of the policy explains that this would be funded through CIL contributions.

90. These projects' capital costs have mostly been funded by a mix of s106 and CIL funding, with some funding for the capital costs of indoor/outdoor sports facilities (for projects such as Brimington Park) primarily covered by the Council's Parks and Leisure Department and supplemented by s106 payments. These projects' running costs would be mainly from the Council's Parks and Leisure Department. The one exception to this is the 231 Old Kent Road facility, where developer contributions have been secured to cover running costs.

Deleted Policy: Sub-area and Site Allocations

91. The 'Sub-area and Site Allocations' policy, which was AAP15 within the draft OKR AAP 2020, is no longer required. This is because the site allocations have been adopted in the Southwark Plan and Policy AAP1 states that proposals must comply with the guidance contained in the sub area sections.

Community, equalities (including socio-economic) and health impacts

Community impact statement

92. The draft AAP has the aims of:
- promoting regeneration that benefits existing communities in Southwark;
 - providing new and improved facilities for residents and businesses; and
 - accommodating much needed growth in housing and transport infrastructure.
93. In preparing the draft OKR AAP 2024 the Council has completed an integrated impact assessment. This assessment found that the AAP has strong objectives for improving the quality of the environment in the Opportunity Area including fostering community cohesion, improving health and equal opportunities for all. Policies reflect the aim of achieving revitalised neighbourhoods with new community facilities, healthcare, education, cultural, business, leisure and arts space. The AAP provides many opportunities to replace, enhance and expand community, business and cultural functions, which will be an integral part of the place-making strategy. The implementation of the AAP will ensure high quality development is delivered across the Opportunity Area, encouraging sites to consider wider considerations to achieve the aspirations of the Plan, including new green spaces, improved transport infrastructure, connecting routes and high quality new buildings.

Equalities (including socio-economic) impact statement

94. The Equalities Impact Assessment that supports the AAP identifies the protected characteristics and needs of Southwark's diverse communities. It concludes that there are no negative impacts arising from the AAP that cannot be adequately mitigated.

Health impact statement

95. The draft OKR AAP 2024 has a key role to play in supporting the Council to ensure new development across the Opportunity Area improves and addresses health inequalities.

96. The positive health impacts from high quality new housing, business diversification and the associated employment opportunities, sustainable modes of transport, enhanced town centres, and investment in open space are well documented. This correlation is expressed in the IIA and other policy documents referenced above.
97. The draft AAP includes mitigation for negative impacts from development on the health of local communities, such as provision of social, health and community infrastructure where there is a need, as well as improvements to air quality. It will also have an impact on factors that have an indirect beneficial impact on health, including improvements to sustainable transport infrastructure that can allow for active travel.

Climate change implications

98. Following Council assembly on 14 July 2021, the Council has committed to considering the climate change implications of any decisions. The Council's climate change strategy is available [here](#).
99. Climate change considerations are threaded through and strongly represented within the objectives, policies and visions of the draft OKR AAP 2024, as explained in detail in the earlier paragraphs of this Cabinet Report. Examples of this include encouraging sustainable travel and reducing car use, enhancing and creating new green spaces, creating new green jobs and businesses, and rolling out a District Heat Network and promoting other forms sustainable energy generation.
100. The overarching planning policy framework within which the AAP will sit sets ambitious carbon savings targets for new development proposals.

Resource implications

Budget implications

101. There are no immediate budget implications arising from the proposed consultation on the draft OKR AAP 2024. Any potential budget issues from any specific proposals emerging from the preparation and adoption of the plan or any queries thereof will be submitted as separate reports for consideration in line with the appropriate protocols.

Staffing implications

102. There are no immediate staffing implications arising from the proposed consultation on the draft OKR AAP 2024. Any potential staffing implications from any specific proposals emerging from the preparation and adoption of the plan or any queries thereof will be submitted as separate reports for consideration in line with the appropriate protocols.

Legal/Financial implications

103. There are no immediate financial implications arising from the proposed consultation on the draft OKR AAP 2024. Any potential additional costs from any specific proposals emerging from the preparation and adoption of the Plan or any

queries thereof will be submitted as separate reports for consideration in line with the appropriate protocols.

104. There are no immediate legal implications arising from the proposed consultation on the draft OKR AAP 2024. Relevant legal matters are addressed in a subsequent part of this report entitled Supplementary Advice From Other Officers.

Consultation

105. Over the course of the past eleven years of AAP preparation, the Council has conducted extensive community consultation. This took the form of five phases:

Phase	Time period	Consultation
1	July 2013 to October 2015	Early informal consultation
2	June to September 2016	Consultation on the Old Kent Road Area Action Plan (June 2016 draft) Preferred Option
3	June to September 2017	Consultation on the New and Amended Policies Preferred Option (June 2017)
4	December 2017 to March 2018	Consultation on the Further Preferred Option version (December 2017)
5	January 2021 to May 2021	Consultation on the Old Kent Road Area Action Plan (December 2020 draft)

106. Phase 2 of the consultation comprised 48 formal events and elicited over 1,200 responses.
107. Phase 3 of the consultation comprised 35 formal events and elicited over 750 responses.
108. We produced a Consultation Summary covering Phases 2 and 3. This was presented in a 'You Said, We Did' style, explaining the actions taken in response to the recurring/predominant themes raised by the public.
109. Phase 4 of the consultation comprised 33 formal events and elicited over 180 responses.
110. Phase 5 of the consultation has comprised workshops for the three proposed design codes (Sub-Areas 1, 3 and 4), intended to be more locally specific and targeted at the relevant stakeholders. There were a number of one-to-one events with businesses and local residents as well as public consultation events held within the sub areas, which were well attended. In addition to this, a number of consultations on public realm projects within the Old Kent Road area took place throughout this phase to make gradual steps towards implementing the strategic vision of the AAP.

111. An extensive summary of Phases 4 and 5 is set out in the Consultation Report. Comments from statutory consultees, individuals, community groups, businesses and developers/landowners received during the 2021 consultation can be found within the Consultation Report.
112. The draft OKR AAP 2024 and all supporting documents will be available to view on the Council website from November 2024 to early 2025, which will include a Consultation Plan. A mini AAP, which will summarise the vision and strategy for the Opportunity Area without going into the detail of the policy and site allocations, will be used during this period as part of additional consultation in the period running up to the Examination in Public.

SUPPLEMENTARY ADVICE FROM OTHER OFFICERS

Strategic Director, Resources

113. This report is requesting that Cabinet to agree the Old Kent Road Area Action Plan: 2024 Draft for consultation and note the supporting documents – namely the Consultation Plan, Consultation Report, Integrated Impact Assessment, Habitats Regulations Assessment, Equalities Impact Assessment and Health Impact Assessment.
114. The Strategic Director of Resources notes that there are no immediate financial implications arising from this report and any costs from specific proposals emerging from the adopted plan would be subject to separate report for formal approval.
115. Staffing and any other costs connected with this report to be contained within existing departmental revenue budgets.

Assistant Chief Executive (Governance & Assurance) – NST300924

116. This report requests that Members give approval in principle for Regulation 19 statutory public consultation on the draft Old Kent Road Area Action Plan ('OKR AAP') and accompanying submission documents, subject to any further changes needed arising from Council Assembly and a final review by officers. Once adopted, the OKR AAP will be a development plan document.
117. Under Part 3A, paragraph 10 of the constitution, the decision to agree development plan documents (which form part of the development plan framework) is reserved to Council Assembly.
118. Under Part 3D, paragraph 21 the Cabinet Member for New Homes and Sustainable Development may agree draft local development framework documents for consultation but, given the significance of the OKR AAP, the decision to make the recommendations set out in this report is being brought to Council Assembly for decision.
119. The ORK AAP is an optional development plan document. The OKR AAP provides specific planning policy and guidance for the Old Kent Road area. Once adopted, the OKR AAP will be local development document that will have development plan

status. Once it is adopted by the Council, development control decisions must be made in accordance with the OKR AAP, unless material considerations indicate otherwise.

120. The Planning and Compulsory Purchase 2004 (as amended) (“the 2004 Act”) and the Town and Country Planning (Local Planning) (England) Regulations 2012 (as amended) (“the 2012 Regulations”) set out the requirements and the statutory procedure for the preparation of a development plan document.
121. Regulation 19 of the 2012 Regulations provides that before submitting a local development plan document to the Secretary of State under section 20 of the Act, the local planning authority must (a) make a copy of each of the proposed submission documents and a statement of the representations procedure available in accordance with regulation 35, and (b) ensure that a statement of the representations procedure and a statement of the fact that the proposed submission documents are available for inspection and of the places and times at which they can be inspected, is sent to each of the general consultation bodies and each of the specific consultation bodies invited to make representations under regulation 18(1).
122. Officers have considered the council’s PSED under section 149 of the 2010 Act at paragraph 94 of this report. A detailed equality impact needs analysis is set out in Appendix F. Officers have concluded there are no adverse impacts on persons with protected characteristics.
123. The Human Rights Act 1998 imposes a duty on the council as a public authority to apply the European Convention on Human Rights; as a result the Council must not act in a way which is incompatible with these rights. The relevant rights for planning purposes are Article 8 (respect for homes) and Article 1 of the First Protocol (peaceful enjoyment of property). The OKR AAP is not anticipated to engage or breach the provisions of the Human Rights Act 1998.
124. Council Assembly on 14 July 2021 approved a change to the Council’s Constitution to confirm that all decisions made by the council will consider the climate and equality (including socio-economic disadvantage and health inequality) consequences of taking that decision. This has been considered at paragraphs 95 to 100 above.

BACKGROUND DOCUMENTS

Background Papers	Held At	Contact
London Plan 2021	Southwark Council 5 th Floor Hub 2 160 Tooley Street London SE1 2QH	planningpolicy@southwark.gov.uk
Web link (please copy and paste into browser): https://www.london.gov.uk/sites/default/files/the_london_plan_2021.pdf		
Southwark Statement of	Southwark Council	planningpolicy@southwark.gov.uk

Background Papers	Held At	Contact
Community Involvement 2022	5 th Floor Hub 2 160 Tooley Street London SE1 2QH	ark.gov.uk
Web link (please copy and paste into browser): https://www.southwark.gov.uk/assets/attach/211294/Statement-of-Community-Involvement-Dec-2022.pdf		
Saved Southwark Plan 2022	Southwark Council 5 th Floor Hub 2 160 Tooley Street London SE1 2QH	planningpolicy@southwark.gov.uk
Web link (please copy and paste into browser): https://www.southwark.gov.uk/assets/attach/94325/Southwark-Plan-2022.pdf		
National Planning Policy Framework 2023	Southwark Council 5 th Floor Hub 2 160 Tooley Street London SE1 2QH	planningpolicy@southwark.gov.uk
Web link (please copy and paste into browser): https://assets.publishing.service.gov.uk/media/65a11af7e8f5ec000f1f8c46/NPPF_December_2023.pdf		
Old Kent Road draft AAP 2020	Southwark Council 5 th Floor Hub 2 160 Tooley Street London SE1 2QH	planningpolicy@southwark.gov.uk
Web link (please copy and paste into browser): https://www.southwark.gov.uk/assets/attach/31641/Old-Kent-Road-AAP-December-2020-Draft.pdf		
Old Kent Road Area Action Plan Viability Study (authored by BNP Paribas)		

APPENDICES

No.	Title
Appendix A	Proposed Vision, Strategy and Policies (plain text) of the Draft Old Kent Road AAP 2024
Appendix B	Consultation Plan
Appendix C	Consultation Report
Appendix D	Integrated Impact Assessment
Appendix E	Habitats Impacts Assessment
Appendix F	Equalities Impact Assessment
Appendix G	Health Impact Assessment

AUDIT TRAIL

Cabinet Member	Councillor Helen Dennis, Cabinet Member for New Homes and Sustainable Development	
Lead Officer	Clive Palfreyman, Strategic Director of Resources	
Report Author	Colin Wilson, Head of Strategic Development	
Version	Final	
Dated	07 November 2024	
Key Decision?	No	
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER		
Officer Title	Comments Sought	Comments Included
Assistant Chief Executive, Governance and Assurance	Yes	Yes
Strategic Director, Resources	Yes	Yes
Cabinet Member	Yes	Yes
Date final report sent to Constitutional Team		08 November 2024

OLD KENT ROAD DRAFT 2024



Mural at the Civic Centre by Adam Kossowski (1965)
Grade II listed on 20 April 2017

**NOT
ANY
OLD
ROAD**



Jeanette Mason,
Ledbury Estate

“ What’s about to happen isn’t for me; it’s for my grandchildren. We desperately need a clean-up on the Old Kent Road; people used to have pride in their shops and they were constantly cleaning the fronts and the windows. So I’m excited about the changes.

When the new developments bring in schools, homes, surgeries and maybe cinemas and leisure too, Old Kent Road will be more of a high street.

”



Ibrahim Adewusi,
Old Kent Road Mosque and
Islamic Cultural Centre

“ We’re part of a road that leads from Westminster to Europe: whatever our needs, there’s the potential to make the regeneration work for us.

The local people, and those that frequent Old Kent Road, need to turn all the development around in a way that makes a positive influence.

”



Councillor Helen Dennis

Cabinet Member for New Homes and Sustainable Development

The Old Kent Road has been a key artery into the centre of London for centuries but our ambition for the area is one rooted in the local community that call it home, whether residents or businesses.

Guided by the Southwark 2030 vision to build a fair, green and safe borough where everyone can live a good life as part of a strong community, we seek to make the Old Kent Road area a great place for families to grow up and a great place to grow old in. We want to meet the housing need in the area and have made significant progress towards that aim as can be seen from 1,825 homes currently under construction, over half of which are affordable. We also want to ensure that people have access to good jobs locally and our innovative approach to providing for industrial space mixed with this new housing is ensuring we actually grow the areas employment opportunities..

Listening to local communities there are common themes that emerge; the need to provide more and better housing, improve public transport, reduce air pollution, address climate change, provide for younger people and crucially build trust in the Council's ability to deliver on its promises. We have shaped and changed the plan to be people centred and family friendly. We want to make sure that our decision making is transparent, is guided by the views of local people and that we can be measured against our promises. With that in mind we established a Community Review Panel to scrutinise both the Council's strategies and developers plans, and we also produce a summary of housing delivery that sets out in detail what kind of housing is being built measured against our housing need.

The submission version of the Old Kent Road Area Action Plan sets out the significant progress that we have made to date in delivering 20,000 new homes of which at least 35% will be affordable and 10,000 new jobs many of them at the London Living Wage. This is all supported by the upgrade of the existing Bakerloo Line, comprising new trains and signalling and the lines subsequent extension from Elephant and Castle to Lewisham.

Our ambition is to not only deliver the homes and jobs, but the services that address health and education inequality and improve life chances. We will seek to maximise the social value benefits of development, and will invest developer contributions in new and existing open space, education, training and youth and cultural provision.

Two newly designated town centres sit at the heart of our plan providing the ideal location for new services and for social interaction. We will revitalise the Old Kent Road as a high street, retaining its diversity and re-providing the range of shops and leisure uses, including the larger food shopping stores. A good example of which is the Aldi store site, with 100% affordable housing currently being built on top of the re-provided food store.

We are committed to the delivery of net zero carbon development in the Old Kent Road by 2030. New development will be car free, and the promotion of walking and cycling as well as electric buses, taxis, cargo bikes and commercial vehicles will help reduce air and noise pollution. We are currently delivering a District Heat Network linking new developments to the South East London Combined Heat and Power plant, which will deliver both significant savings in CO2 emissions and cheaper energy cost for residents. This is vital both for our health and our collective long term futures.

This plan is bold and radical and its realisation is already well underway. I am confident it will continue to set a framework that ensures our communities are at the heart of growth in the borough.

The Structure of the Plan

Following its introductory sections the plan is structured in two parts:

The first “policies” section of the plan sets out the area wide strategies for housing, transport, open space, tall buildings, jobs and growth that will be supported by the extension of the Bakerloo Line.

The second “sub area guidance” section of the plan sets out in greater detail how this will be achieved at the masterplan level within the 5 Sub Areas. This includes guidance on mixed use typologies, open space, tall buildings and design as it applies to individual sites within the respective masterplans.

These policies and masterplans are intended to provide clarity whilst also striking the right balance between instruction and flexibility so that they can robustly manage change over the whole plan period. As such they are not intended to be absolutely prescriptive, but the key principles that they describe will be expected to be delivered.

“ London is an accident. It is full of variety. No one person has forced his impress upon it. It is essentially democratic. It represents the English policy of patching and compromising... It is certain that the future of London cannot be an accident like the past. If it is to hold together, to remain a workable, manageable unit, it must now be planned, be designed, be organised.

Frank Pick, 1926 ”

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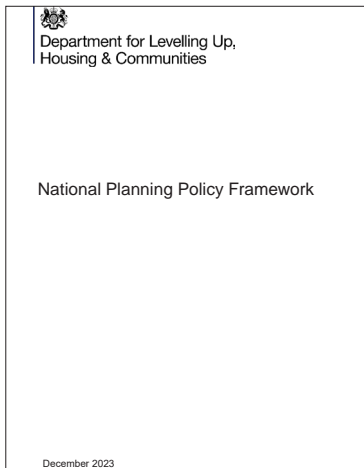
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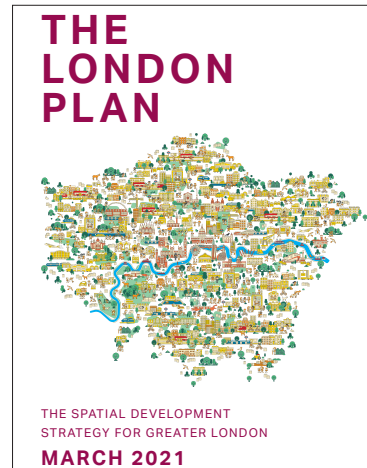
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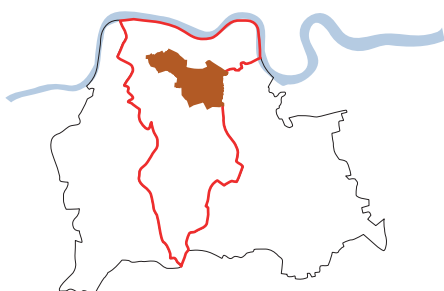
National Planning Policy Framework (NPPF)

Provides national planning guidance for England. It states that the purpose of the planning system is to achieve sustainable development via three overarching objectives, Economic, Social and Environmental. These objectives are to be delivered through the preparation and implementation of plans. All plans need to take into account this guidance.



London Plan (Published 2021)

Is the regional development plan for London. It promotes economic development and wealth creation, social development and the improvement of the environment in Greater London. It also sets out how the Mayor's manifesto commitments, alongside the Mayor's other Strategies, such as his Transport Strategy can be achieved spatially. The plan sets targets for the scale and broad locations of housing and jobs growth, including within the Bakerloo Line Extension growth corridor and the Old Kent Road Opportunity Area (Fig 1). The Southwark Plan needs to be in general conformity with the London Plan.



Southwark Plan (Adopted 2022)

Is the local development plan for Southwark. It identifies at a greater level of detail the scale and location of development within its Area Visions and Site Allocations, including how the London Plan housing targets will be met. The Area Vision for Old Kent Road (AV 13) commits the council to delivering 20,000 new homes and 10,000 new jobs within the Opportunity Area, and to the production of an Area Action Plan. The Site Allocations NSP 56 to NSP 62 set out the development capacity and broad land use mix within each of the adopted site allocations. Whilst the borough housing targets are set by the London Plan, the Development Management policies of the Southwark Plan reflect local circumstances and needs.



Old Kent Road Area Action Plan (Submission 2024)

An Area Action Plan (AAP) is a development plan that sits within the policy parameters of the adopted local development plan, and provides specific planning policy and design guidance for an area where significant regeneration and investment needs to be managed. The Old Kent Road AAP sets out in a greater level of detail how Area Vision 13 and Site Allocations NSP 56 to 62 of the Southwark Plan will be implemented.



June 2016 Draft Old Kent Road Area Action Plan

48 Consultation Events

1,203 Responses

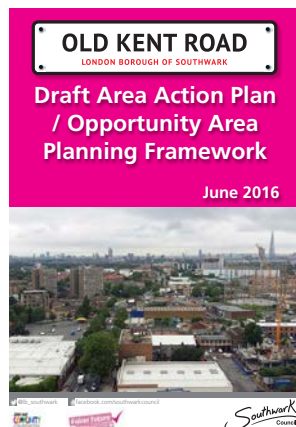
May 2016 Place Making Study (Allies and Morrison)

Following the designation of the Old Kent Road as an Opportunity Area in the London Plan the Council commissioned a Place Making Study by Allies and Morrison, the purpose of which was to inform the development of an Area Action Plan (AAP). A series of workshops were subsequently held with local communities and other stakeholders in 2015 and 2016 to help inform the Study.

The final report proposed a re-invigorated high street, new perimeter block housing typologies, stand-alone and mixed residential/employment uses, tall buildings and an open space predicated on establishing a linear park along the alignment of the historic Grand Surrey Canal. A development capacity study was undertaken which illustrated the potential to accommodate an additional 20,000 homes on the basis of the delivery of the Bakerloo Line Extension (BLE).

June 2016 Draft Old Kent Road Area Action Plan / Opportunity Area Planning Framework

The work of the Place Making Study including the 20,000 homes target was largely reflected in the June 2016 consultation draft of the Old Kent Road Area Action Plan. In total **48 consultation events** were undertaken in respect of the 2016 draft AAP and we received 1,203 responses to the plan. There was support for the extension of the Bakerloo Line Extension, the regeneration of the high street and provision of new affordable homes. The approach to land use and the de-designation of Strategic Protected Industrial Land (SPIL) was felt to have insufficient focus on and recognition of the existing business base and the wide range and number of jobs that it supports. The masterplan was identified as potentially undermining the local economy by having too great a focus on housing development.



December 2017 Draft Old Kent Road Area Action Plan

35 Consultation Events

752 Responses

December 2017 Draft Old Kent Road Area Action Plan

In response to the feedback from consultation undertaken in 2016, and the emerging London Plan's emphasis on the importance of industrial uses to the London economy a revised plan was produced and consulted on in December 2017. This draft placed a greater emphasis on not only retaining but growing industrial and light industrial uses through intensification on retained SPIL sites and the co-location of light industrial uses with residential uses. Five detailed masterplan studies were commissioned to show how this could be achieved and to establish the development capacity, land use mix, open space provision and building scale within the draft plans Sub Areas. These provided an area wide design framework at a greater level of detail than its 2016 predecessor something considered necessary given the relatively innovative approach being promoted.



January 2019 Old Kent Road Consultation Summary – You Said We Did

There were 35 consultation events including a series of local business and community meetings and the 752 responses to the 2017 draft were captured in the January 2019 "Consultation Summary". Overall there was support for the majority of the plan strategies with the exception of the tall building strategy. The summary also contained a 'You Said We Did' section which set out how we were going to respond to the feedback we had received. This included retaining more SPIL and Locally Significant Industrial Space (LSIS) and increasing the provision of open space.



December 2020 Draft Old Kent Road Area Action Plan

33 Consultation Events

183 Responses

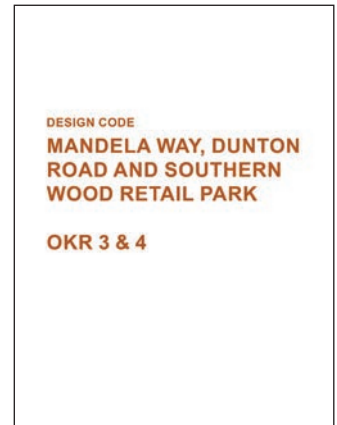
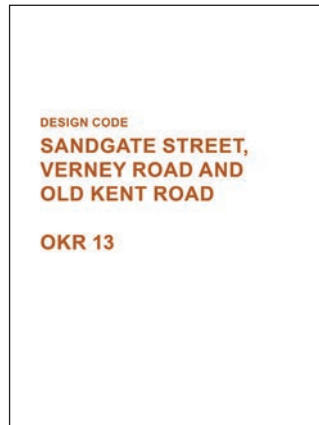
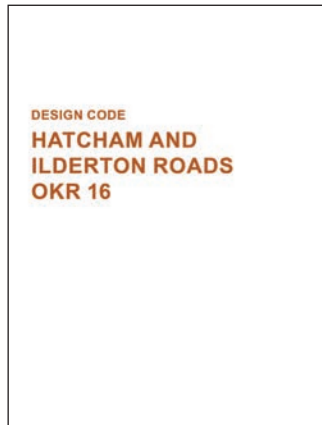
December 2020 Old Kent Road Area Action Plan

The 2020 draft plan incorporated the changes set out in the 'You Said We Did' Summary document. These included an increase in the amount of Strategic Protected Industrial Land (SPIL) and Locally Significant Industrial Space (LSIS) and open space to be provided in the plan area and the revision of the tall building strategy reducing the maximum height of the Tier 2 buildings from 25 storeys to 20 storeys. In total 33 consultation events were held and we received 183 responses to consultation. Issues raised were similar to those raised in earlier consultations in respect of the balance between residential and industrial uses, and the height and density of new development that was planned to come forward.

In order to provide additional design guidance in respect of the Sub Area masterplans three design codes were commissioned between 2022 and 2024. These were each subject to further public engagement with local residents, businesses and landowners. Key elements of the Design Codes have been incorporated into the Sub Area Design Guidance of the Submission Draft AAP.

Hatcham and Ilderton Road Design Code (2022)

This design code was produced as one of the DHLUC Pilot Studies in 2022. Three consultation events were held at the Penarth Centre, at which approximately 100 people attended and there was also engagement sessions with local schools. The design codes provide a greater level of detail as to how the AAP sub area masterplan will be implemented.



2022-2024 Sub Area Design Codes

7 Consultation Events

100 Responses

Sandgate Street Design Code (2023)

Meetings were held with the Bonamy Tenants Residents Association, Canal Grove Cottage residents and Bermondsey Works residents. The draft was also considered by the Community Review Panel and a public drop in was held at the Small Beer Company on Verney Road. The 1:500 scale masterplan model provided for the drop in aided conversations about the scale of development proposed for the area.

The design code provides more clarity on the alignment of Verney Road and the proposal to change part of it into a park including a phasing strategy, to support its delivery. The existing and proposed landscaping of the remaining area was also examined in more detail. Canal Grove park includes an urban orchard in response to feedback from residents.

Mandela Way Design Code (December 2023)

The design code introduced some changes to the 2020 sub area masterplan in response to feedback to consultation particularly in respect of industrial residential co-location. In order to ensure servicing access to commercial uses in the future, Mandela Way will be retained as a two way principle service route. The trees that line Mandela Way will be incorporated into a Healthy Street design, with segregated cycle lanes, additional planting and improved pavements. The design code sets out in greater detail how the uses that are located in the blocks podium spaces will address adjacent streets. During the drafting of the design code meetings were held with landowners, particularly to discuss the formation of Mandela Park, which had been raised as a concern in previous consultations and the proposed land use typologies and site development capacities. The Design Code was also presented to the Old Kent Road Community Review Panel and a public meeting was held that was attended by approximately 60 people.

The Old Kent Road today is one of the most ethnically diverse areas in Southwark, second only to Peckham, with more than half of residents from Black, Asian or Minority Ethnic (BAME) backgrounds (60.6%). The area is home to a growing population of 35,000 people, with the Old Kent Road ward amongst the areas expected to have the largest increases in their population, including slightly more children and young people (25.3%) when compared with Southwark as a whole.

Young people and children are increasingly taking an active role in shaping the transformation of the Old Kent Road. The Southwark Young Advisors are a local charity made up entirely of young people (aged 15 to 24) who help community leaders to engage other young people in community life; local decision-making and improving services. The younger generation, growing up in Old Kent Road today, will be amongst the main beneficiaries from the regeneration – so it's vital that their voices are heard loudly and clearly throughout the process.

Old Kent Road has a rich history as a diverse and dynamic area, connecting the heart of central London and beyond to the wider south-east. As part of central London, it will take on new roles and the look and feel of the area will change. Old Kent Road is ideally placed to provide much needed housing, a range of local shops and businesses with revitalised public spaces, new parks and green space, health hubs and wider social infrastructure.

We want to ensure that regeneration of Old Kent Road works for everyone. To show how we plan to achieve this goal, we have drawn up a **Social Regeneration Charter** for Old Kent Road. This Charter sets out detailed aims for reducing social, economic and health inequalities and explains how we will monitor our progress towards achieving a number of promises which the Council has made to the community.

In 2021 we established a **Community Review Panel** to help us better understand the needs of the local community. The panel was selected by interview to ensure that it represented a balance of age, gender and race and comprises both local residents and business owners. It meets regularly and provides independent advice on planning applications and the councils strategies and regeneration projects.

Southwark Stands Together (SST) is a borough-wide initiative established in response to the injustice and racism experienced by BAME communities, and to the inequalities exposed by COVID-19. The regeneration of the Old Kent Road as set out in this plan will help to address health inequalities and racial injustices, delivering the aspirations of the SST initiative.

“ I became a Southwark Young Advisor because I wanted to be that voice for the young people. To be able to relay the concerns and problems they have and get them addressed and answered by the governing bodies, to make a difference in the borough I live in.

”



Southwark Young Advisors in front of 231 Old Kent Road, Museum of Us (2019)

PEOPLE

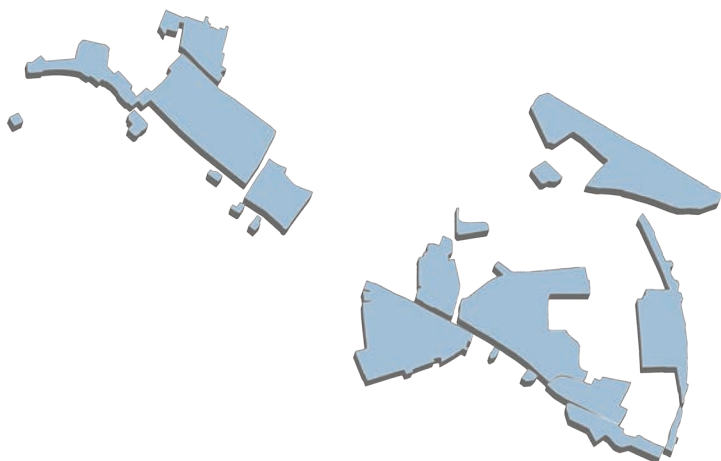
35,000 people

60.6% of the population are from Black and Minority Ethnic communities

25.3% are under 18

8.5% are over 65

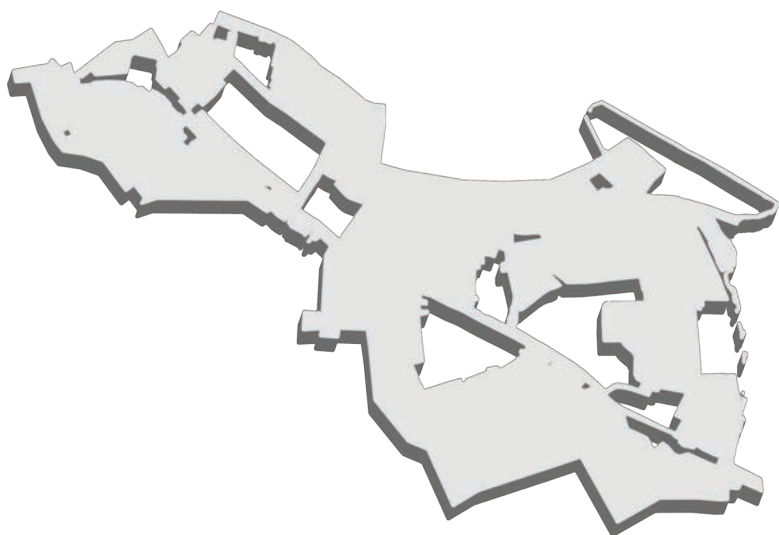
EMPLOYMENT, JOBS AND BUSINESSES



10,035 jobs

716 businesses

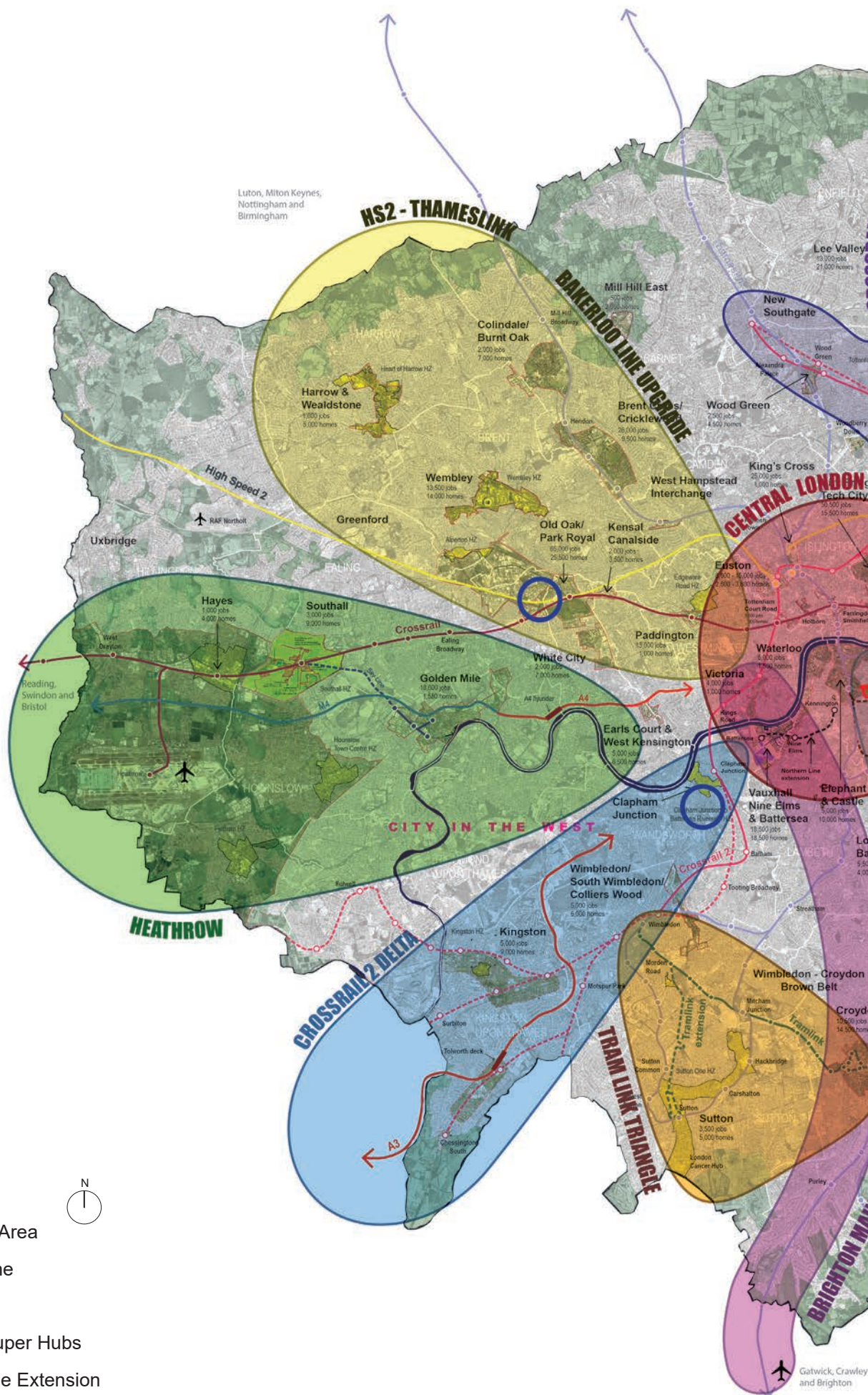
HOUSEHOLD



14,500 homes

THE AREA

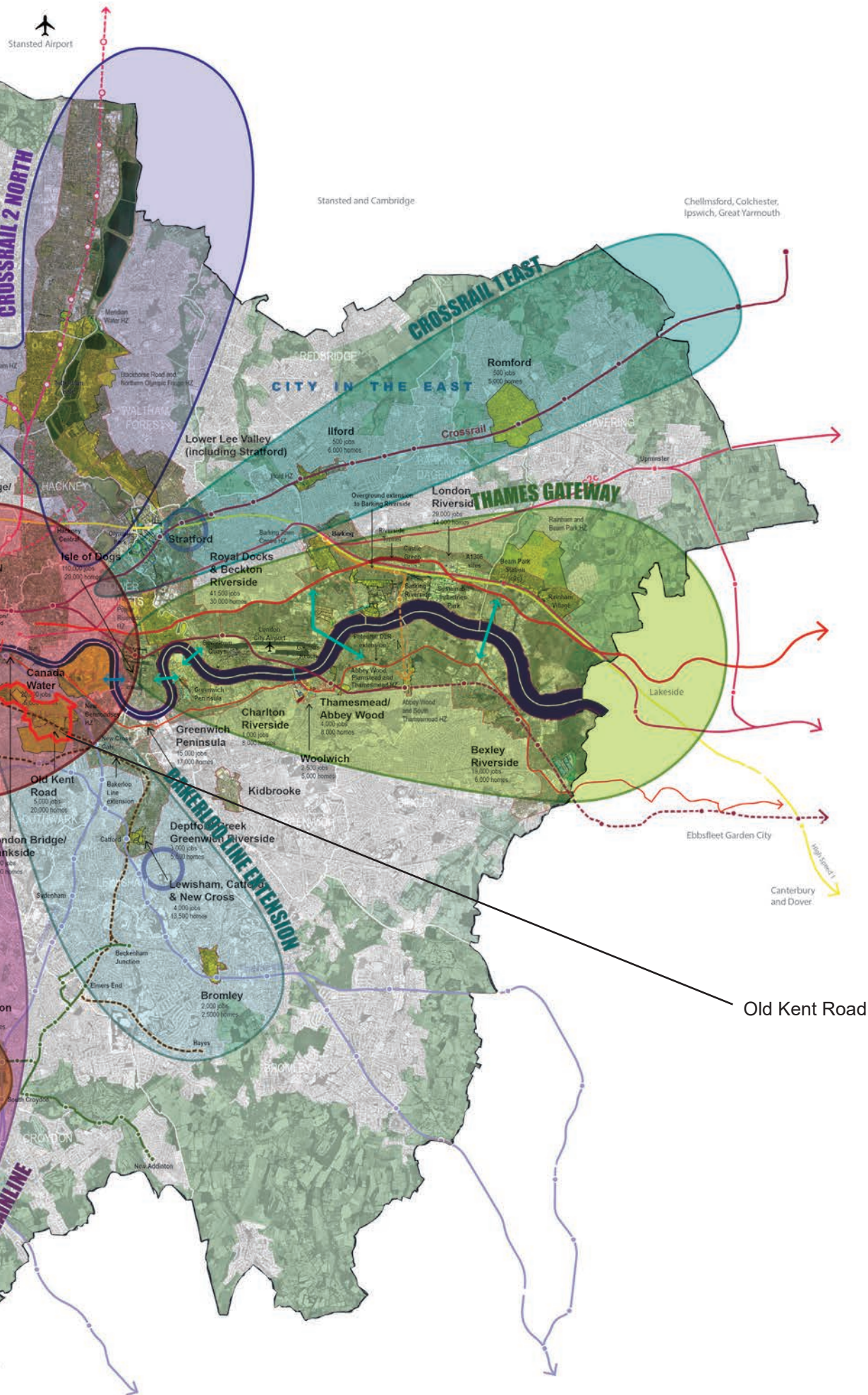
282 hectares



KEY

- Opportunity Area
- Housing Zone
- Green Belt
- Transport Super Hubs
- Bakerloo Line Extension





Old Kent Road

Borough Vision - Southwark 2030

The key elements of the draft OKR AAP 2024 are the Vision, the Strategy and the Policies, all of which have been guided by the series of goals set out in the Southwark 2030 Strategy agreed by Cabinet in July 2024.

Set out below are each of the 2030 goals along with some examples of how the AAP will play its role in delivering them.



Decent Homes For All

(people live in safe, well-maintained homes)

The AAP seeks to: deliver a total of 20,000 new homes, in a mix of affordable and private tenures; increase the number of genuinely affordable homes in the Old Kent Road OA; and improve the supply of specialist and older people's housing.



A Strong and Fair Economy

(ensuring everyone can benefit from Southwark's economic strength and growth)

The AAP seeks to: deliver 10,000 new jobs, including in higher-paid and emerging sectors; support the existing business ecosystem, including SMEs, in part through the delivery of affordable workspace; and support the town centre to flourish into a hub for recreation, shopping and entertainment.



A Good Start In Life

(children and young people have a great childhood that builds on a solid foundation for adult life)

The AAP seeks to: improve the environment in and around schools; support the expansion of schools where there is demand for extra places; provide a network of outdoor space and youth facilities that will improve outcomes for children who face disadvantage and ensure all young people can participate in positive activities.



Staying Well

(ensuring that people across our whole community can have good health and wellbeing)

The APP seeks to: create more opportunities for exercise and outdoor recreation through a network of open space and green links; enhance local health care provision through the delivery of a health hub.



A Safer Southwark

(crime is low and people feel safe)

The AAP seeks to deliver buildings, streets, parks, other public spaces and a public transport network that through their design reduce opportunities for crime and engender greater confidence about spending time in and moving through the Old Kent Road Area during both the day- and night-time.

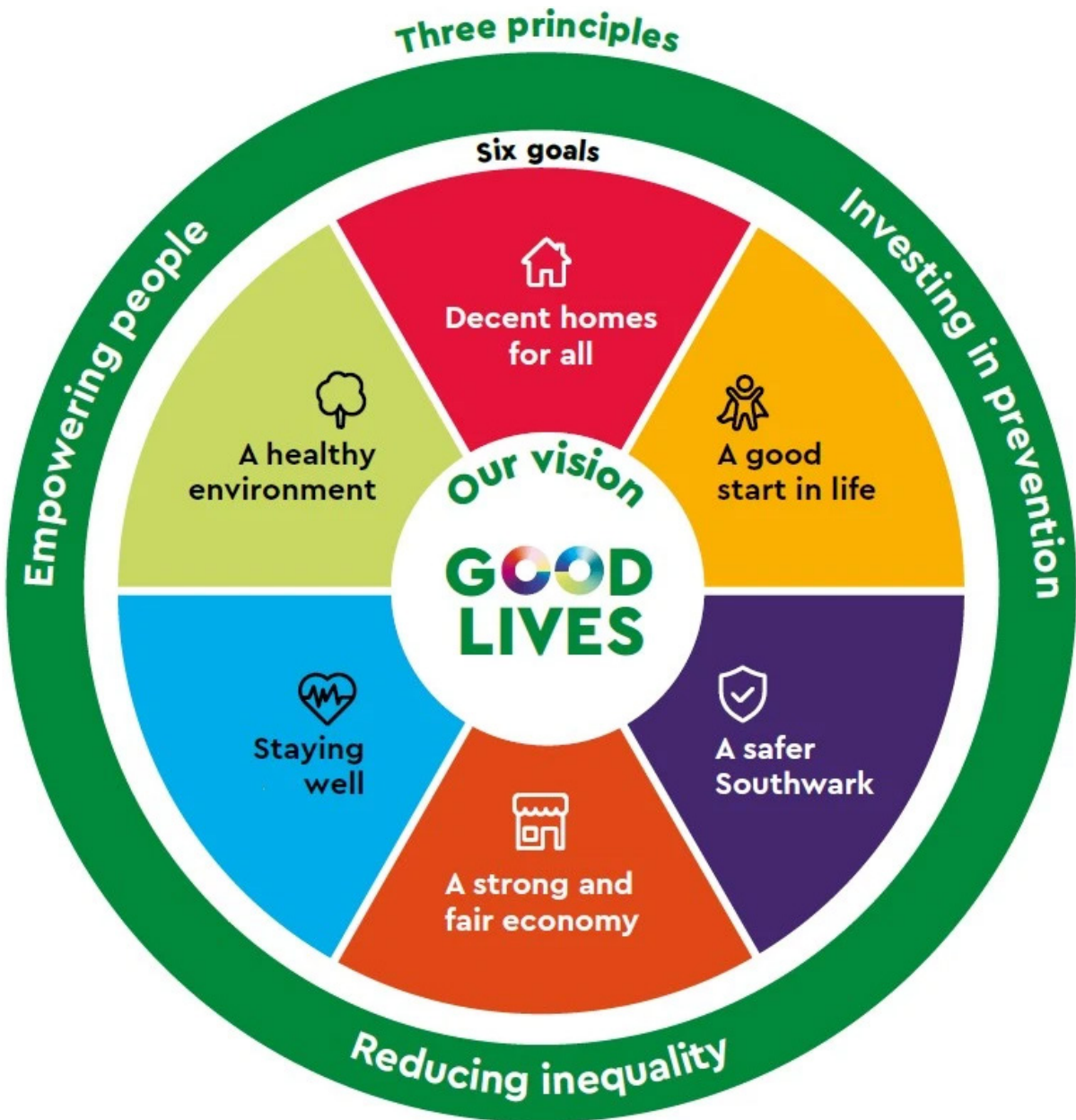


A Healthy Environment

(our environment is clean, green and healthy)

The APP seeks to: create more green space and biodiversity for our community to enjoy; help people and businesses switch to healthy, clean and green transport; and reduce carbon emission associated with the construction and operation of new buildings and infrastructure, the District Heat Network playing a major role in this goal.

“ Together, we will build a fair, green and safe Southwark where everyone can live a good life as part of a strong community. ”



Our vision is for a family friendly Old Kent Road area that retains and grows the rich diversity of its residential, business and faith communities, delivering the smile in the Central London Smiley

“This is Old Kent Road not any old road”, was a response from a local resident in a community forum that reflects the pride in its history and a strong sense of belonging. The Old Kent Road area will be a place where communities and families can flourish; a safe place to grow up and to grow old in. It will continue its historic role as a vital artery connecting the commerce and culture of one of the world’s great cities to Europe but in a much changed form that places it at the heart of the community. Driven by the aspiration to build a fair, green and safe Old Kent Road area where everyone can live a good life as part of a strong community, the Vision embodies the three principles and six goals of the Southwark 2030 Vision.

The Old Kent Road area’s strength as a place to live, work and do business in is its Central London location and character. The Bakerloo Line Extension will drive London’s growth southwards providing better connections to London’s opportunity areas and key employment centres, as illustrated by the Central London Smiley (Fig 2). This will provide tangible, direct benefits to the people of Walworth, Bermondsey and Peckham including a new and improved family friendly environment with housing, youth facilities, schools, parks, leisure and health centers and the creation of a wide range of jobs. These changes will enable the communities to realise their potential. There should be no poverty of ambition or opportunity in the Old Kent Road area irrespective of race, gender or age.

To achieve this, our plan promotes the intensification of industrial uses, and the co-location of residential and industrial/workspace in order to deliver the homes and jobs targets set out in the plan. Done with care, we believe that this can deliver a special place that is desirable to both live and work in. We want to grow the already significant local economy, not just by accommodating a narrow professional office sector, but by supporting and encouraging a wide range of skills and job types, “from laptops to forklifts”. This will include businesses that serve both the local area as well as central London and beyond.

London’s high streets are an important focus of activity for local communities providing services and opportunities for social interaction. Our plan is to promote the Old Kent Road as a place in which shops, cafés, pubs, cinemas and parks are all within a short 15 minute walk of people’s homes and jobs. We will re-vitalise the Old Kent Road as a high street, adding to the diversity of its shopping and leisure offer whilst retaining the large supermarkets which provide an important and accessible source of affordable groceries to local communities. Segregated cycle lanes, additional trees, wider footways and better crossings will change the character of the Old Kent Road area for the better making it feel safer and more attractive.

Underpinning our approach to housing, jobs and the high street the Greener Belt strategy provides the open space framework that will knit local communities together (Fig 2 and 3). Our plan proposes to link the area’s existing open spaces, including Burgess and Southwark Park with new park spaces in the Old Kent Road area, Canada Water and in our neighbouring boroughs. Green in every sense of the word, the Greener Belt will accommodate new cycling and walking routes, help reduce flooding, increase biodiversity and provide opportunities for play, sport, food growing, or simply sitting down to take a break. We want to work with local communities to create an environment that delights all the senses.

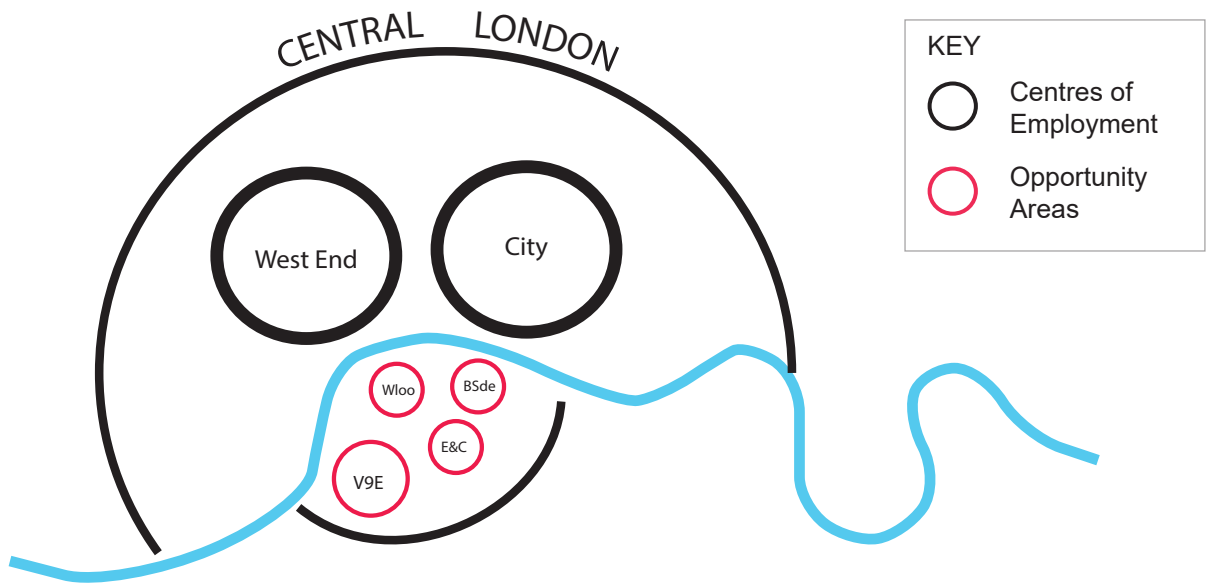
We want to build new homes, a minimum of 35% of which will be affordable with 25% being at council rents. And while they should come in a range of types, from terraced houses to apartment buildings, they should all be designed to a high standard. The provision of larger sized flats, generous room sizes, high ceilings and large windows will make sure that people have enough space to think and rest, promoting their health and wellbeing.

The Old Kent Road area has the highest proportion of children and young people in the borough and is likely to experience the largest increase in its younger population to 2036. We have been talking to and working with young people to secure the provision of new youth facilities funded by developer contributions at 231 Old Kent Road and Leyton Square, and we will look to expand and develop that offer to meet the growing need.

A key part of our commitment to the Climate Emergency is the delivery of net zero carbon development in the Old Kent Road area. Development will be car free and the promotion of walking and cycling as well as electric buses, taxis and commercial vehicles will help to tackle air and noise pollution. The District Heat Network (DHN) linking new developments to the South East London Combined Heat and Power Plant (SELCHP), will deliver significant savings in CO2 emissions and cheaper energy costs for residents. This will benefit our collective long term futures.

Living at the centre of one of the world’s great cities, with its enviable economic and cultural capital should be an opportunity for all and not just a privileged few. We have a responsibility working with the residents and businesses of the Old Kent Road area to make the most of that opportunity.

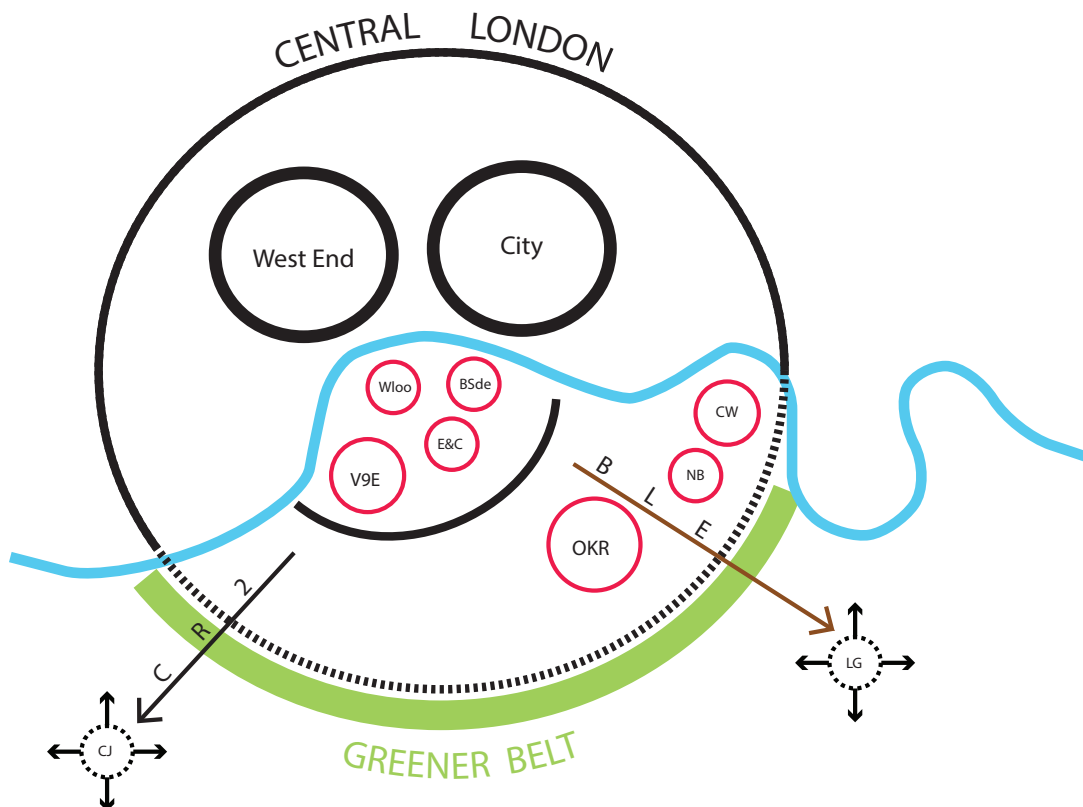
2017:



Central London Smiley 2017 (Figure 2a)

The City, the West End, Waterloo, Bankside, Vauxhall and Nine Elms and Elephant and Castle are currently the focus of economic activity inside London's Central Activities Zone.

2037:



Central London Smiley 2037 (Figure 2b)

Central London will expand to the south with the introduction of new transport infrastructure including Crossrail 2 to Clapham Junction and the Bakerloo Line through Southwark to Lewisham Gateway.

The expansion of Canada Water, New Bermondsey and Old Kent Road will deliver new strategic development to the south of the river. The Greener Belt will link existing strategic parks with green routes and new open spaces.





Delivery

20,000 New Homes

At least **7,000** Affordable Homes

Of which at least **5,000** Social Rent Homes

2 New Tube Stations on the Bakerloo Line Extension

1 New Health Centre

10,000 New Jobs

3 New Parks

4 Potential Primary School Expansions / FE College

Life Sciences Cluster

District Heating Network

What will it cost?



Bakerloo Line Extension (BLE)
£8 Billion



New Schools, Leisure Centre and
Health Centre
£50 Million



Bus and Cycle Improvements on
Old Kent Road
£60 Million

What will it pay for?



Future High Street Fund
£10 Million



Community Infrastructure
Levy (CIL)
£350 Million



Council Tax
£48 Million along BLE*



Incremental Business Rates
£68 Million*

*Estimated per annum 2031-32 (including Southwark and Lewisham)

Plan Objectives



Bakerloo Line Extension

- Extend the Bakerloo Line and deliver two new stations along Old Kent Road.
- Deliver the 'Bakerloop Bus' which will provide an enhanced service along the Old Kent Road to support growth in advance of the BLUE opening.



New Homes

- Build 20,000 new homes co-located with new employment space.
- At least 7,000 of these new homes will be affordable including at least 5,000 social rented homes.
- Provide a mix of home sizes with housing suitable for every stage of life.
- Provide a mix of home types primarily flats but including terraced houses delivered in high density, mixed use neighbourhoods.
- 50% of new Council homes will be let to local residents.

Employment, Jobs and Business



- Double the number of jobs from approximately 10,000 to 20,000.
- Promote the Old Kent Road area as a location for Life Sciences employment space supporting the wider life sciences clusters at Guys and St Thomas's (London Bridge), Kings College / Maudsley (Camberwell) and at Canada Water.
- Increase the range of jobs by providing different types and sizes of employment space from laptops to forklifts including light industrial, maker spaces, warehousing and distribution, offices, workspaces, retail, leisure and entertainment facilities.
- Provide local jobs and skills training for young people.
- Sustain business ecosystems which help to make Old Kent Road successful.
- Develop the Council's own affordable workspace provision.

Town Centre, Leisure and Entertainment



- Create two new district town centres which promote a sense of community and prevent loneliness and social isolation.
- Provide a variety of shops and facilities including local independent shops and large stores such as supermarkets, homeware and hardware available on the high street.
- Deliver exciting new activities in leisure, entertainment, recreation and play in the town centre for local people of all ages to get out and have fun in the day and night time.

Movement



- Make the whole of Old Kent Road an exemplary Healthy Street, where people can choose to safely walk, cycle and use public transport by providing sufficient footway widths and segregating bus and cycle lanes.
- Implement a Controlled Parking Zone across the whole of the Opportunity Area and create low traffic neighbourhoods around local roads.
- Deliver high street links to create increased connectivity between residential hinterlands and the high street, encouraging walking and cycling in the area.
- New residential development will have zero car parking, new commercial development will need to commit to the use of electric vehicles, and TfL will be encouraged to have a low emission bus fleet.

Parks and Open Space



- Increase the public open space provision to 30ha and deliver more trees on streets and in the new open space.
- Create four new major parks: Mandela Way Park, Livesey Park (at the old gasworks), Surrey Canal Park and Frensham Street Park, which will connect existing and new neighbourhoods and help deliver the Greener Belt.
- Create a network of green links and spaces that connect established residential neighbourhoods with the parks, stations, high streets and community hubs.

Energy and Climate Change



- Address the Climate Emergency by achieving the carbon neutrality target by 2030.
- Create low carbon jobs and businesses, and support existing individuals and business owners to move towards zero carbon.
- Reduce carbon emissions from vehicles by requiring car free development and by reducing numbers of commercial trips through the provision of last mile logistics hubs.
- Provide infrastructure and work with infrastructure providers of transport, energy and other utilities to enable reduction in carbon.

Schools, Community and Youth



- Potential to expand existing primary schools to provide additional pupil numbers as needed, with an option to deliver a new secondary school.
- Promote the co-location of nurseries, primary schools and older people's accommodation for intergenerational wellbeing.
- Ensure every child has a safe and positive experience of growing up in Old Kent Road area.
- Create a new network of youth facilities including at 231 Old Kent Road, Frensham Street Park and the Tustin Estate. These will be delivered to ensure access to youth facilities and resources are spread equitably across the plan area.

Culture and Heritage

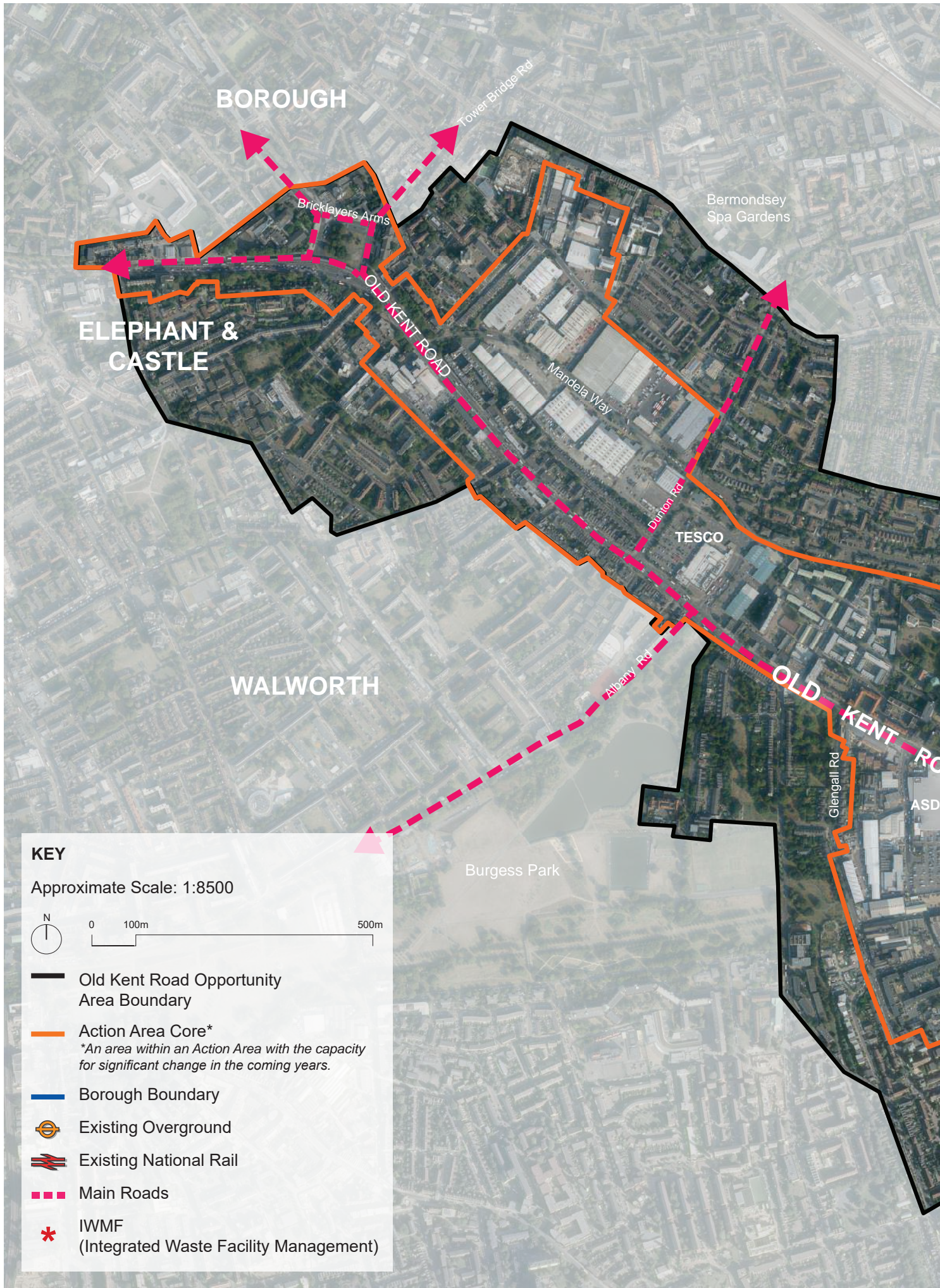


- Strengthen the identity of Old Kent Road as a cultural destination, attracting new creative enterprises, a university and a major cultural attraction.
- Integrate Old Kent Road's historic and valued character into new development, celebrating its industrial past and present.
- Protect and enhance listed and non-listed heritage assets and buildings and features of townscape and historic interest and find new uses for old buildings.

Health and Wellbeing

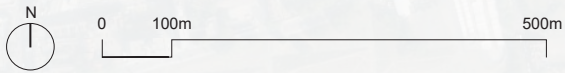


- Reduce air pollution to improve the health and wellbeing of our residents.
- Deliver NHS health services including a co-located health facility at Verney Way.
- Support school streets programmes, by reducing vehicular movement outside schools and ensuring servicing entrances for proposed developments are located away from key access points and playgrounds.

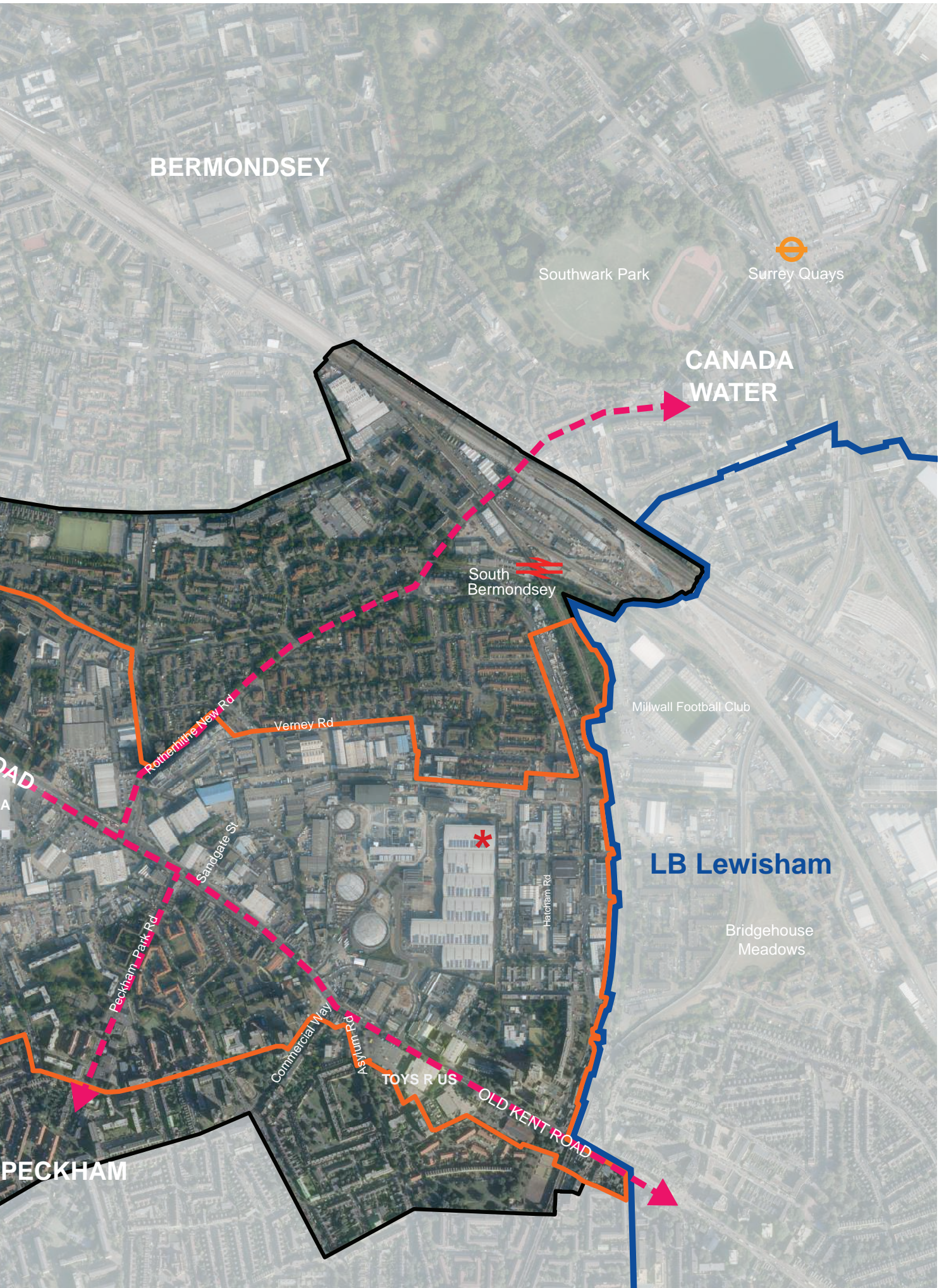


KEY

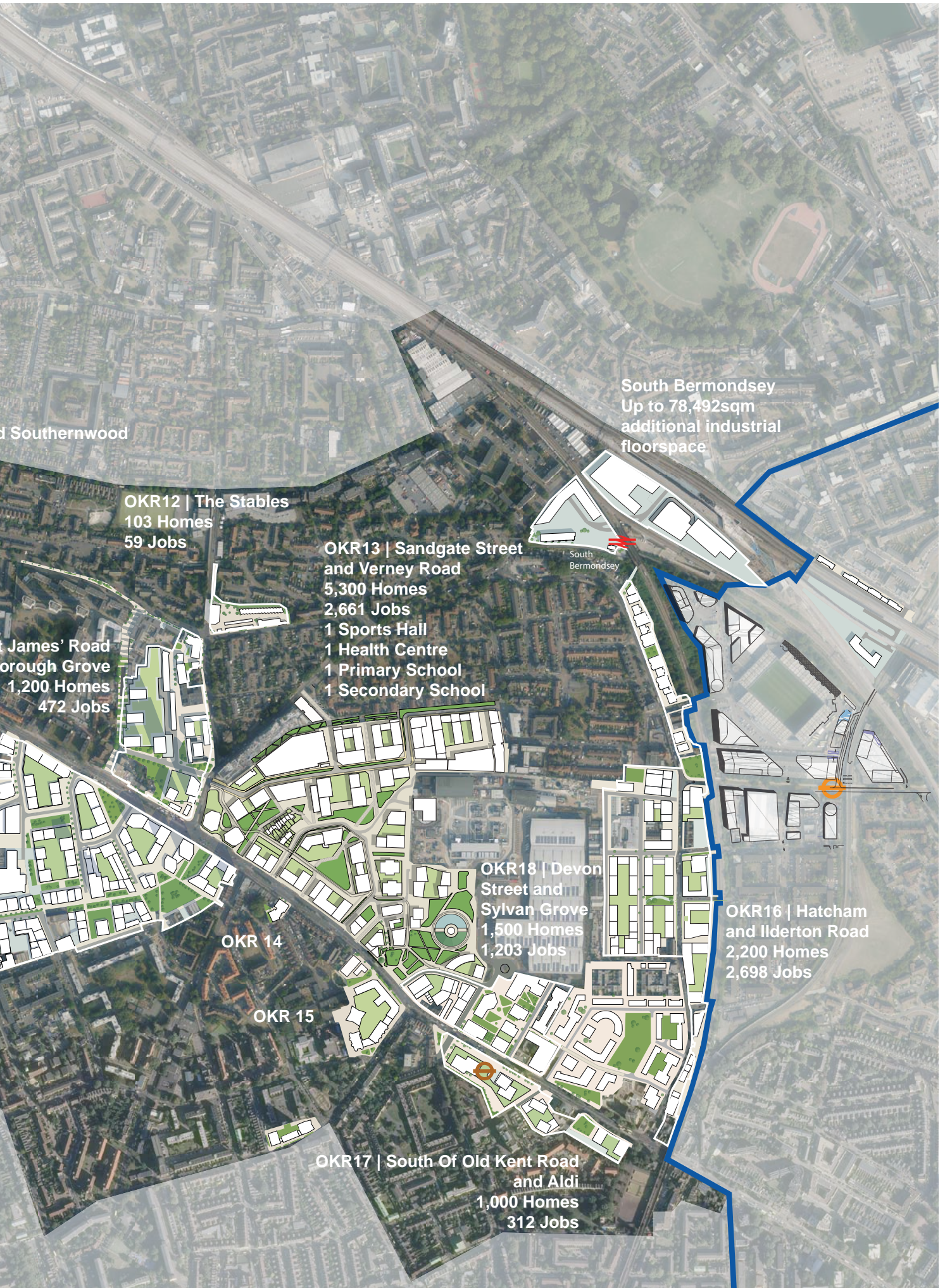
Approximate Scale: 1:8500



-  Old Kent Road Opportunity Area Boundary
-  Action Area Core*
**An area within an Action Area with the capacity for significant change in the coming years.*
-  Borough Boundary
-  Existing Overground
-  Existing National Rail
-  Main Roads
-  IWMF
(Integrated Waste Facility Management)







AAP 1: The Masterplan

Strategy

The masterplan in Figure 5 sets out the way we will sustainably achieve our strategic plan objectives of delivering 20,000 new homes, 10,000 new jobs and the Bakerloo Line Extension. The masterplan shows how development, including across land ownership boundaries, will be required to optimise the housing and employment development potential of each site and create inclusive and successful places that are socially integrated with existing communities.

Planning Applications

Development must:

1. Be in general conformity with the masterplan and sub area guidance, including its land use, building typology, building height, open space, movement and servicing strategies; and
2. Demonstrate how the developer has worked collaboratively with adjoining sites to deliver the masterplan (this should include the provision of a 1:500 scale working model and digital model of the development); and
3. Demonstrate how the development proposal will benefit existing residents and neighbourhoods, including opportunities for the community to have their voices heard.

Reasons

The Old Kent Road area with the Bakerloo Line Extension has the greatest capacity to deliver new jobs and homes in Southwark. With an acute shortage of affordable housing it is essential that the maximum public benefit to local communities is realised from the area's redevelopment.

To achieve this, the masterplan sets out how we will move away from the current land use configuration of separate residential and business uses towards a more sustainable and efficient co-location approach, with homes and jobs in close proximity to each other. This will in turn revitalise and sustain the high street, by providing the demand for the shops and services in the two designated local town centres.

The masterplan shows how the 'Greener Belt' strategy will be delivered, knitting the various development sites together to provide a network of generous open spaces and walking and cycling routes that reconnect the high street with its residential hinterland and promote health and wellbeing.

Further detail on the design and layout of streets, parks and buildings is provided in the sub area sections of the AAP.

Given the fragmented nature of land ownership in the Old Kent Road area, the implementation of the masterplan will depend on effective collaboration and engagement between developers, landowners, businesses, infrastructure and utility providers and the wider residential community. The Council has a 1:500 scale physical model and a digital model of the masterplan area to aid that collaborative process. Developers will consequently be expected to provide a physical and digital model of their proposals that we can place into ours to aid consultation, engagement and understanding of the relationship of the scheme with its neighbours and the delivery of the masterplan.

The masterplan enables the public sector, including Southwark Council, the Greater London Authority (GLA) and Transport for London (TfL) to play a proactive leadership role by setting out where we expect to see housing, employment, shops, schools, health and community activities on each site.

Individual planning applications will be expected to adhere to the requirements of the Council's Development Consultation Charter, to ensure that residents' views fully inform planning decisions and the implementation of the masterplan.

This should ensure everyone works together to achieve a comprehensive redevelopment that fully realises the benefits of the Bakerloo Line Extension for local communities.



Design workshop with Charter School pupils, 2018

AAP 2: Bakerloo Line Upgrade and Extension

Strategy

We will work with TfL, the GLA, Lewisham Council and other Bakerloo Line London Boroughs to secure the Bakerloo Line Upgrade (BLU) and Extension (BLE) - collectively BLUE. The BLU of the existing Bakerloo Line, comprising new rolling stock and signalling, is planned to be delivered in 2027 and the BLE, which is anticipated to be delivered from 2030, will deliver two new stations on the Old Kent Road (called Burgess Park and Old Kent Road). Housing delivery will be phased based on the commitment to and construction of the BLE. Development of 9,500 units in advance of the delivery of the BLE (Phase 1 development) will be supported by enhanced bus, cycle and pedestrian provision. Development of the subsequent 10,500 units will be supported by the delivery of the BLE (Phase 2 development).

The Old Kent Road area will become part of a smart city and new digital infrastructure, along with the new underground stations and cycle hire, will ensure residents can benefit from the '15 minute city'. This will enable existing and new residents to access work, shops, leisure and community facilities within 15 minutes travel time from their homes by foot or by bike

Planning Applications

Development must:

1. Facilitate the BLE including the provision of access to the new stations through a network of walking and cycling routes to take people to and from the stations and link the stations with the shops, leisure and workspace uses; and
2. Incorporate the stations, tunnelling and worksite requirements into site design where sites are identified to facilitate the delivery of the BLE; and
3. Be delivered in accordance with the phasing plan Figure 6 and
4. Make contributions to enhance bus, cycle and pedestrian provision in advance of the BLE.

Reasons

The Mayor's London Plan seeks to deliver "good growth" and Policy GG2 of the plan "Making the Best Use of Land" states that to create successful sustainable mixed use places, those involved in planning and development must enable the development of brownfield land, particularly in Opportunity Areas and prioritise sites which are well connected by existing or planned public transport. In order to deliver good growth, the Mayor is proposing to extend the Bakerloo line from Elephant and Castle to Lewisham and beyond, serving Old Kent Road and New Cross Gate Opportunity Areas (London Plan paragraph 2.1.14).

The BLE will significantly improve the experience of our residents, who will be able to reach central and west London in less than 15 minutes and have direct access to 10 London Plan Opportunity Areas (Fig.7). The construction of the BLE will increase the public transport accessibility level (PTAL) of the Old Kent Road area to the highest levels of 5 or 6 with most places within 10 minutes' walk of the tube. It will provide 65,000 extra journeys in the morning and evening peak, supporting the delivery of 20,000 new homes and 10,000 additional jobs.

With a shortage of homes and increasing demand for workspace, it is important that this AAP provides guidance about how to make the best use of land within the Old Kent Road area in anticipation of the delivery of the BLE. In order to achieve that, the masterplan sets out how the new stations will be integrated into new development and the scale of development that can be sustainably supported in advance of the BLE and once its delivery has been confirmed.

Consequently we have agreed a two phase housing delivery plan with the Greater London Authority (GLA) and Transport for London (TfL).

There will be an annual review of both the grant of planning permissions and the implementation of schemes. If schemes from Phase 1 had not been implemented and their consents lapsed there would be an opportunity to review the order in which development comes forward and Phase 2 schemes may at that point be moved to Phase 1. This would give the phasing some flexibility and robustness and would only be done with GLA and TfL agreement.

DEFINITIONS

The Bakerloo Line Upgrade and Extension (BLUE) - Includes two distinct components: the 'Upgrade' and the 'Extension'. The extension of the line would follow the upgrade.

Bakerloo Line Upgrade (BLU) - TfL's proposal to upgrade the existing line, stock and improve the reliability and frequency of trains. The BLU would be the precursor to the BLE. The existing rolling stock and signalling on the Bakerloo Line dates from 1971, which makes it the oldest commercially operating railway in the UK. Spare parts are no longer available for the trains, impacting on reliability, whilst the dated signalling limits the operating frequency of trains. Prior to extending the line modernisation of the existing line is required, so that the existing and extended line are compatible. The first station on the BLUE is currently under construction at Elephant and Castle. Funded by TfL, Southwark Council and the developer of the new shopping centre, it will replace the existing Elephant and Castle Bakerloo Line / Northern Line station. TfL plans to purchase new rolling stock for the BLU in 2027.

Bakerloo Line Extension (BLE) - This would be delivered in two phases. The first phase comprises the extension of the line from Elephant and Castle to Lewisham, proposing two new stations along Old Kent Road, called Burgess Park and Old Kent Road, and two in Lewisham at New Cross Gate and Lewisham. Phase 2 would be the onward extension of the line from Lewisham to Hayes in Bromley (see Fig.7).

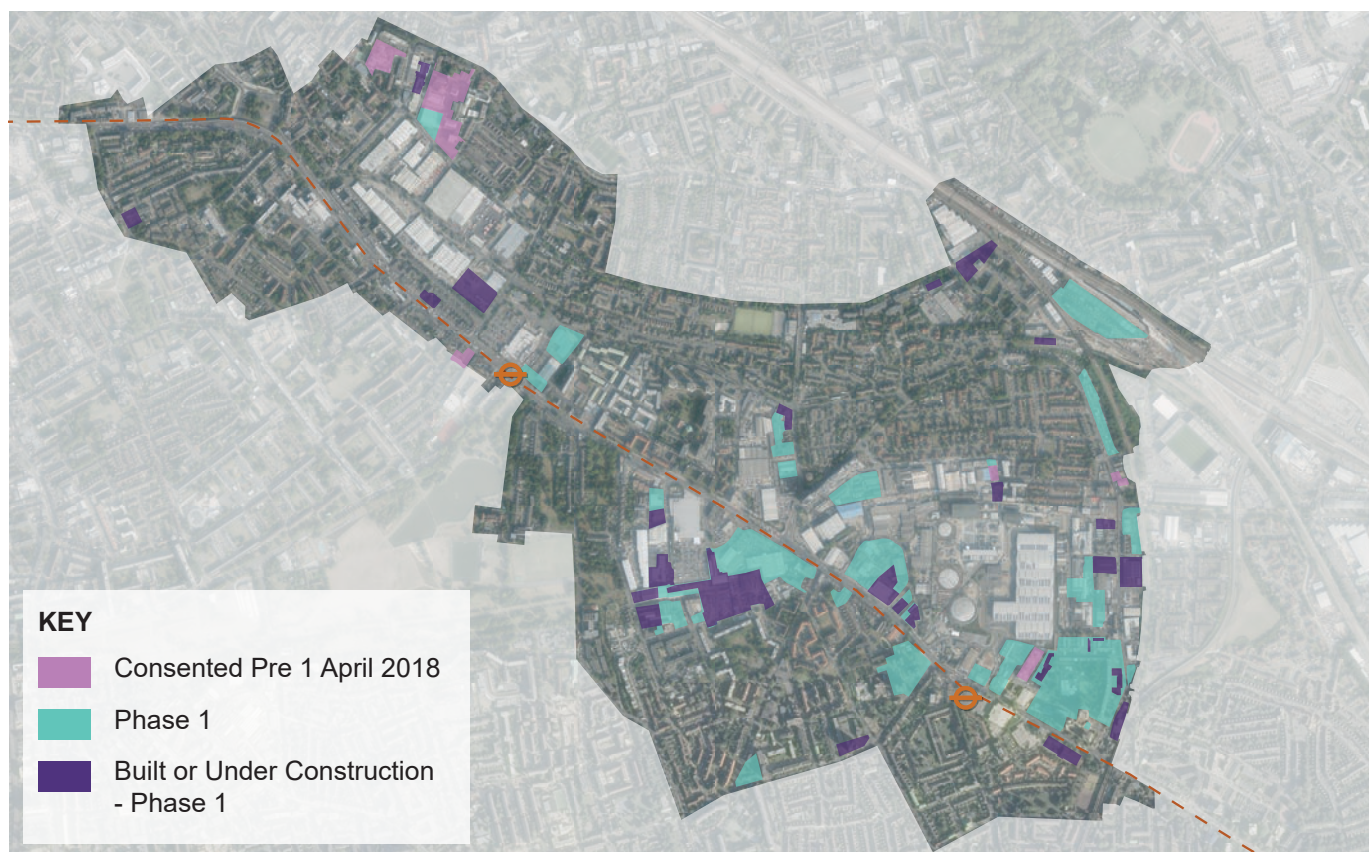
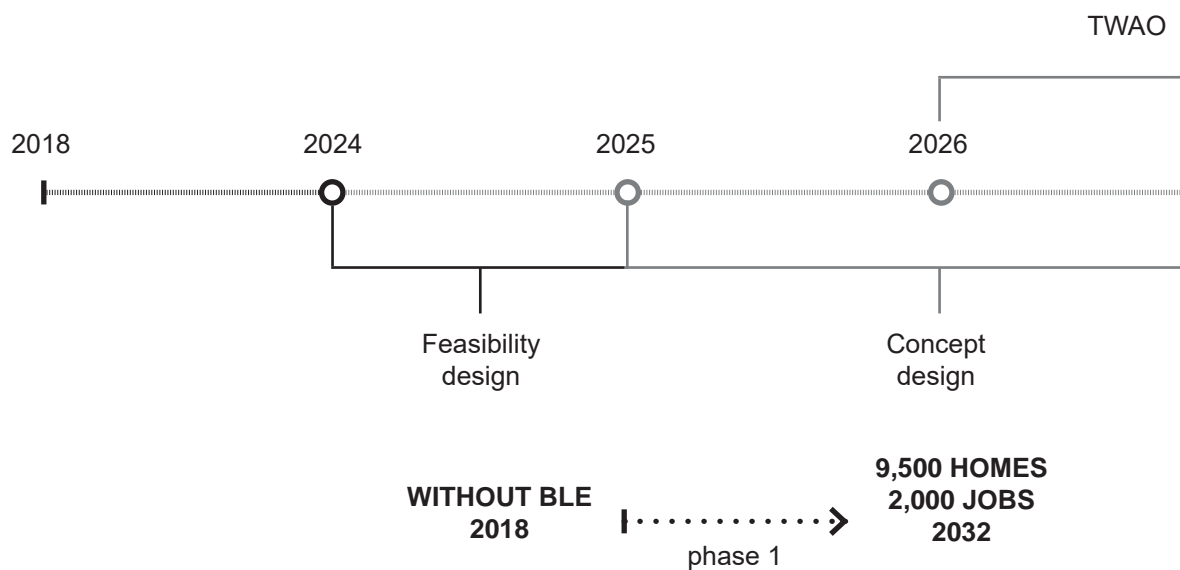
Bakerloo Line Safeguarding Directions - These were issued on 1 March 2021. Their purpose is to ensure that development along the planned alignment of the BLE in no way compromises the delivery of the BLE. Examples include completing a development on a proposed station site that would prevent the construction of a station, or constructing building foundations that would prevent the construction of the BLE running tunnels. All but the most minor of developments within the safeguarded area require the Local Planning Authority to consult with TfL and planning permissions cannot be issued without TfL's agreement.

Transport and Works Act Order (TWAO) - An order made under the Transport and Works Act 1992 (TWA) is the usual way of authorising a new railway. In this case the orders would authorise the construction, maintenance and operation of the BLE. The applications for the TWAO would be made by TfL to the relevant Secretary of State (SoS). The procedure that must be followed allows any interested person to have their say before the SoS makes a decision. Schemes that are submitted for approval may give rise to objections from people whose property or business is affected or may give rise to local environmental impacts. The purpose of the TWA procedure is to allow the SoS to come to an informed view on whether it is in the public interest to make the TWA order.

Feasibility Design - Technical design of tunnels, stations, over station development, depots and proposed construction methodology, including disposition of work sites and tunnelling methodology, proposals for the delivery of signalling and rolling stock, and associated costings. This then informs the project cost benefit analysis which forms the basis for the project business case.

Concept Design - Further work on the above, and work on the technical supporting case for the TWAO, including consultation and engagement with those likely to be impacted by the scheme.

BLUE Timeline

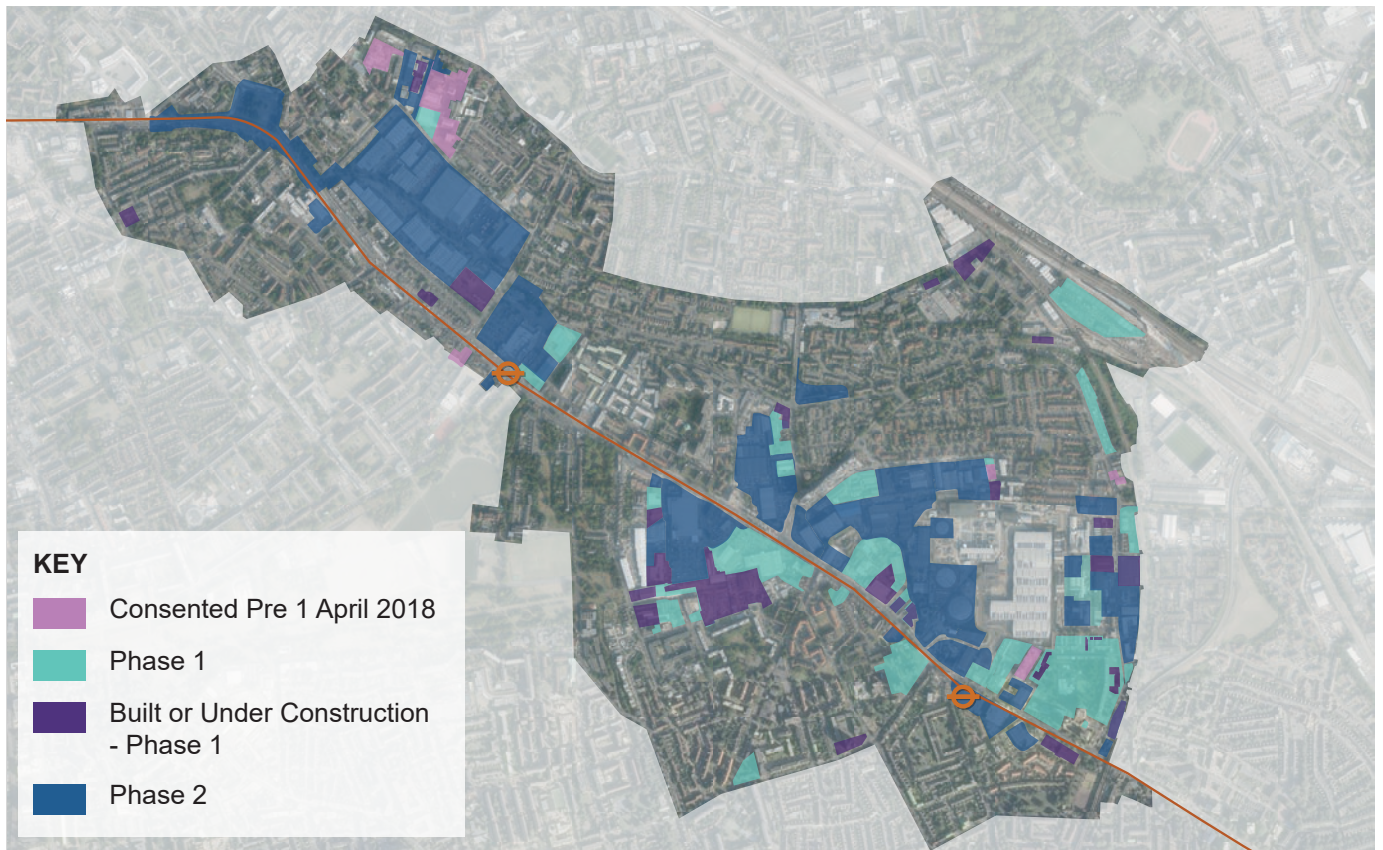
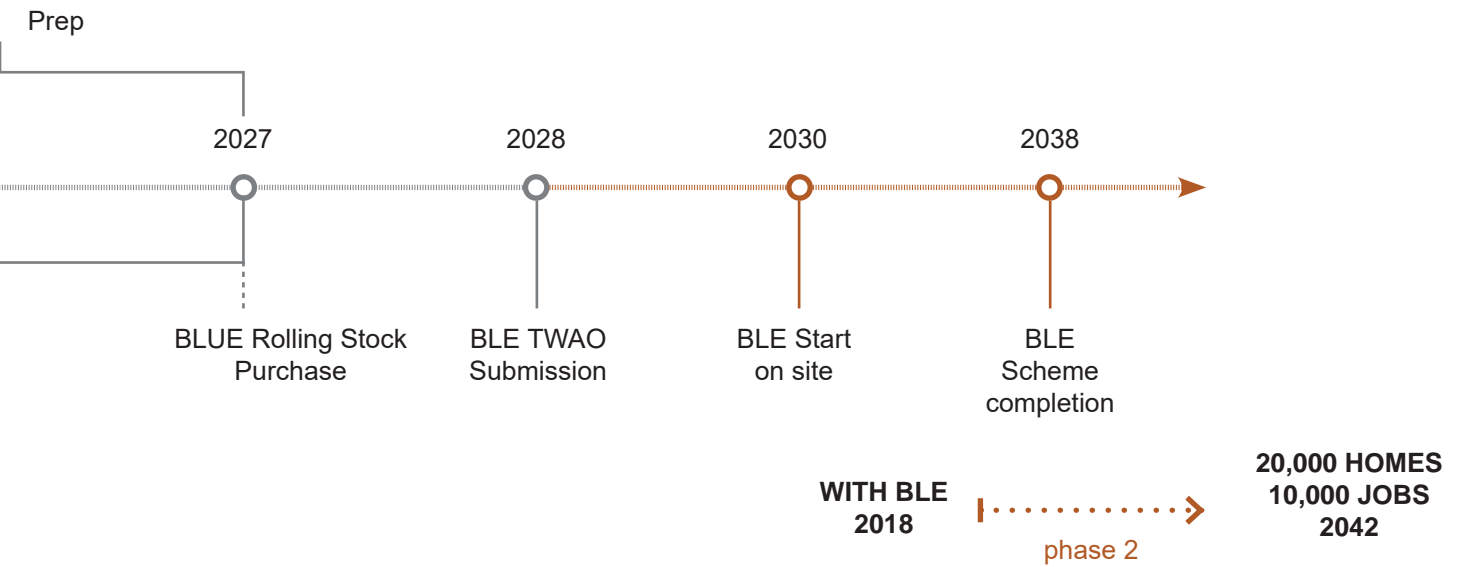


DEFINITIONS

Bakerloo Line Upgrade and Extension (BLUE) comprising;
 Bakerloo Line Upgrade (BLU) – of the existing line;
 Bakerloo Line Extension (BLE) – from Elephant and Castle to Hayes.

Phase 1

Phase 1 schemes can be supported by existing and enhanced bus, cycle and pedestrian transport in advance of a commitment to the delivery of the BLE and comprises the first 9,500 homes granted planning permission within the AAP area after 1st April 2018. Schemes consented before that date and subsequently implemented are excluded from the phasing plan. It is anticipated that this phase will be built out between 2020 and 2032.

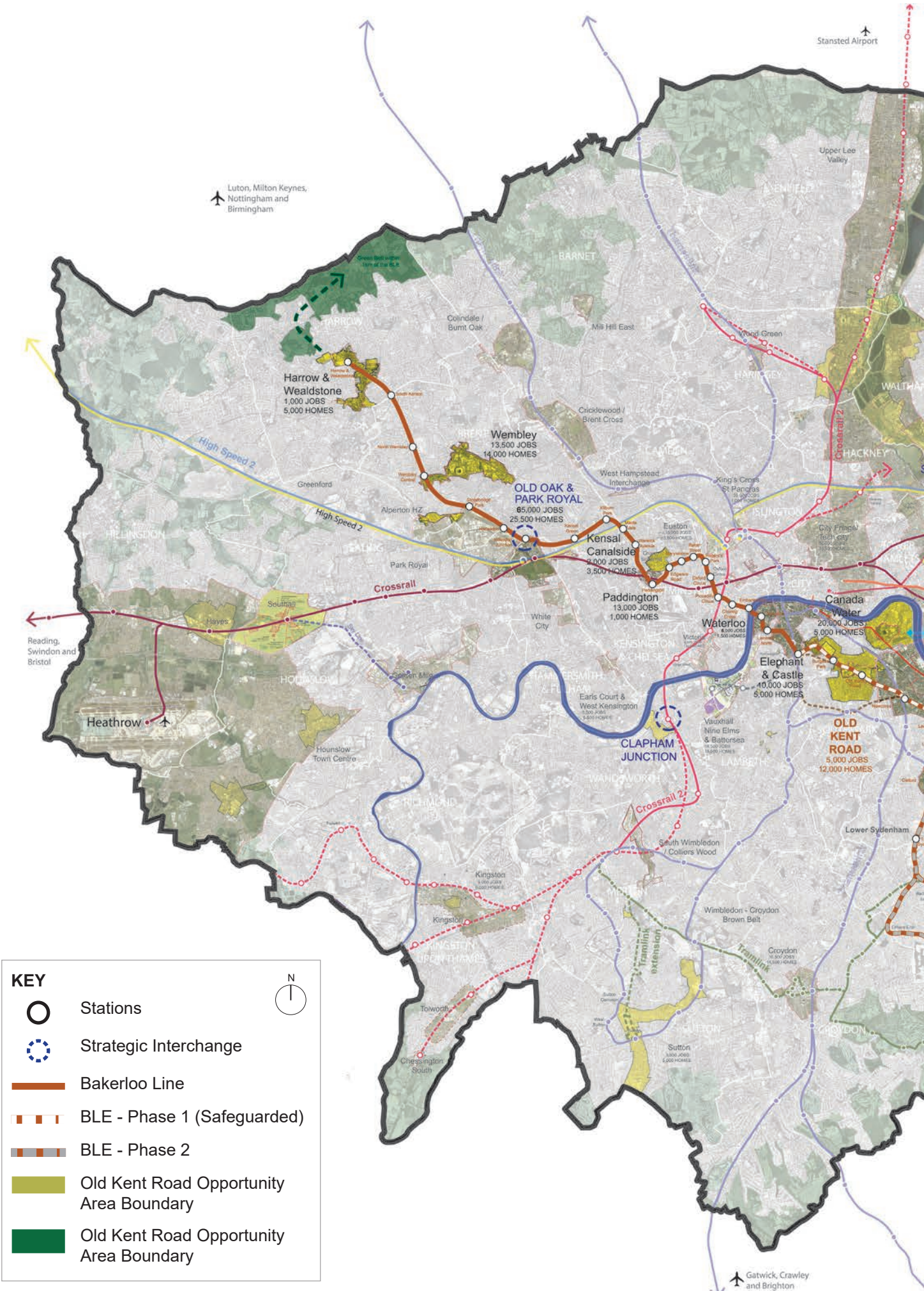


Delivery and Indicative Phasing (Figure 6)

Phase 2

Phase 2 comprises the 10,500 additional homes within the plan area that would be delivered following the signing of a contract for the BLE’s construction. With the completion and submission of the Transport and Works Act Order (TWAO) for the BLE expected in 2028 it is anticipated that the contract for the BLE would be signed in 2030. The homes in Phase 2 would then be completed between 2030 and 2042.

Planning permissions for Phase 2 schemes granted in advance of the signing of the BLE construction contract, will be subject to a Grampian type obligation. This would prevent the planning permissions from being implemented until the BLE contract is signed and would fall away once it was signed. Planning permissions for Phase 2 schemes with a Grampian type obligation would be granted for period up to 2030.

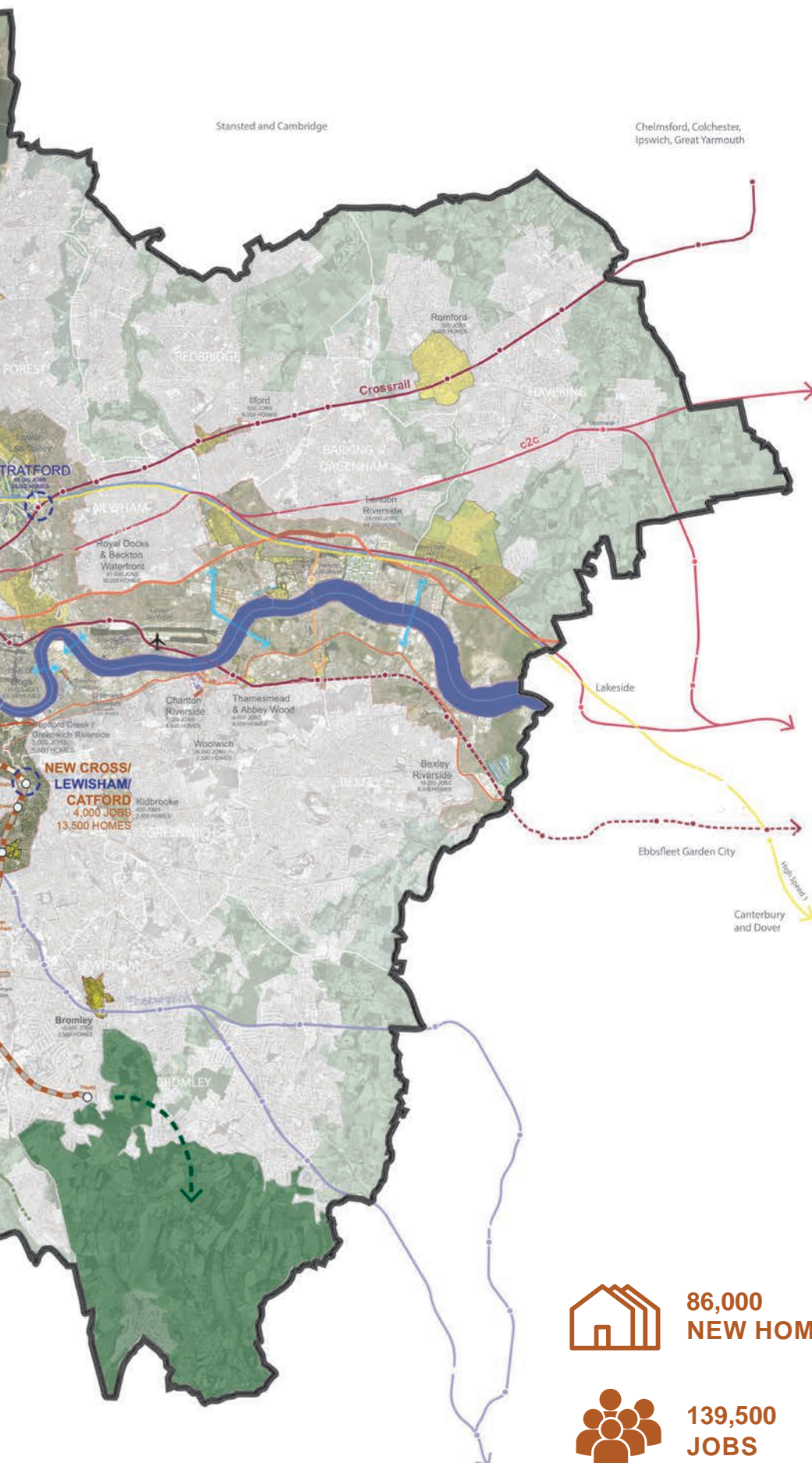


KEY

- Stations
- Strategic Interchange
- Bakerloo Line
- BLE - Phase 1 (Safeguarded)
- BLE - Phase 2
- Old Kent Road Opportunity Area Boundary
- Old Kent Road Opportunity Area Boundary

N

Strategic Transport Infrastructure - Bakerloo Line Upgrade and Extension (Figure 7)



Opportunity Areas

- Harrow & Wealdstone**
LB HARROW
5,000 HOMES
1,000 JOBS
- Wembley**
LB BRENT
14,000 HOMES
13,500 JOBS
- Old Oak/ Park Royal**
OPDC
25,500 HOMES
65,000 JOBS
- Kensal Canalside**
RB KENSINGTON & CHELSEA
3,500 HOMES
2,000 JOBS
- Paddington**
CITY OF WESTMINSTER
1,000 HOMES
13,000 JOBS
- Waterloo**
LB LAMBETH
1,500 HOMES
6,000 JOBS
- Elephant & Castle**
LB SOUTHWARK
5,000 HOMES
10,000 JOBS
- Canada Water**
LB SOUTHWARK
5,000 HOMES
20,000 JOBS
- Old Kent Road**
LB SOUTHWARK
12,000 HOMES
5,000 JOBS
- New Cross, Lewisham & Catford**
LB LEWISHAM
13,500 HOMES
4,000 JOBS

AAP 3: Homes For All

Strategy

We will build more homes of every kind in Old Kent Road at a density supported by the Bakerloo Line Extension, making the best use of land through the co-location of new homes with business and commercial space, optimising the development potential of sites which are currently in single uses.

All developments must comply with Southwark Plan Policy P1, providing at least 35% of all new homes as social rented and intermediate housing. This will enable us to increase the supply of homes, including social rented, intermediate (including Key Worker Housing) and family homes. The land use design typologies in the sub area sections of the AAP set out the detail of how mixed-use can be achieved whilst maintaining a high residential quality and efficient and practicable business spaces.

We will deliver two estate regeneration projects at the Tustin and Ledbury Estates in partnership with existing residents. These will include the re-provision of existing homes and new council housing including for the over 55's. This and the provision of accessible homes will ensure that both older and vulnerable residents are helped to find the right housing to live as independently as possible. We will ensure that all new homes in the Old Kent Road area are of such good quality that you will not know whether you are visiting homes in private, housing association or Council ownership. This will ensure our residents to take pride in and feel responsible for their homes and the local area.

We will encourage developments to provide some social rented homes as four bedroom / four bedroom plus homes to meet the need identified in the Strategic Housing Market Assessment and Affordable Housing Delivery Summary.

Targets

We will secure the delivery of the following by 2042:

1. 20,000 new homes; and
2. At least 7,000 new social rented and intermediate homes; and
3. At least 4,000 family homes; and
4. 10% of new homes as accessible and adaptable homes for wheelchair users and homes for people with physical and mental health needs.

Reasons

The Old Kent Road area has the greatest capacity to provide new homes in Southwark with enough sites to build 20,000 new homes at least 7,000 of which would provide social rented and intermediate housing. Rising rent and property prices in the private sector, the loss of Council homes through the 'Right to Buy', and the consequent lack of affordable housing means that younger generations may be forced to move away from their families and communities. Enabling families in overcrowded homes to be rehoused locally maintains social support networks including access to jobs and schools. Providing affordable family homes is vital to addressing the housing crisis and ensuring we meet the needs of our residents and their children and grandchildren. In order that the borough can continue to deliver critical public services, it is vital that we maintain a supply of affordable housing available to key workers and their families in locations they want to live.

Redeveloping our own housing estates enables us to re-provide residents with new high quality energy efficient homes, as well as providing additional homes by building at a higher density. Both the Ledbury and Tustin estate regeneration schemes were subject to a successful resident ballot following an extensive engagement and co-design process.

In the Old Kent Road area 9,494 homes have been approved since 1st April 2018. As set out in the Affordable Housing Delivery document as of May 2024, 708 homes have been completed, 1,825 homes are under construction and 800 homes are about to start on site in the Old Kent Road area. In total this comprises 3,333 homes of which 1,709 or 51.2% are affordable and 30% are social rented. When measured against need on our housing waiting list, we are making good progress in the provision of 1, 2 and 3 bed homes, but need to increase the supply of 4 bed and 4 bed plus homes.

Southwark Plan Commitments

All developments must comply with Southwark Plan Policy P1 by providing at least 35% of all new homes in a policy compliant tenure mix (a minimum of 25% social rented and a minimum of 10% intermediate). This will ensure 5,000 social rent dwellings and 2,000 intermediate dwellings are delivered over the Plan period.

Southwark Plan Policy P2 requires developments to provide the following mix of family homes:

1. A minimum of 60% of homes with two or more bedrooms; and
2. A minimum of 20% of family homes with three or more bedrooms in the Action Area Core (in schemes of 50 homes or more, at least 2% of the total number of homes should have four or more bedrooms); or
3. A minimum of 25% of homes with three or more bedrooms in the Urban Zone; and
4. A maximum of 5% studios, which can only be for private housing; and
5. The maximum number of bed spaces for the number of bedrooms where they are social rented homes (single occupancy bedrooms will not be accepted).

We will:

6. Encourage developers to follow the 40% social rented and intermediate homes fast track route with or without GLA funding where schemes are tenure compliant; and
7. Encourage developers following fast track to go above 40% with GLA affordable housing funding; and
8. Where they are not following the fast track route, encourage developers and housing associations to engage with the Council and the GLA at the earliest opportunity to explore the potential of receiving GLA affordable housing funding.

To speed up the delivery of new homes, where the 40% fast track route is applied (with or without GLA grant funding), a financial viability appraisal will not be required to be submitted with the planning application, nor will a late stage viability review be required once permission has been granted. The rent levels of social rented homes will be capped at the Homes and Communities Agency Rent Standard.

Social rented homes and Discount Market Rent homes at social rented equivalent must be allocated to households on Southwark's social housing waiting list. All Discount Market Rent homes must be allocated to households on Southwark's intermediate rent housing list.

Intermediate homes could be Shared Ownership, London Living Rent, or Discount Market Rent at rent levels equivalent to London Living Rent. Intermediate homes may also include Community Land Trusts.

We will monitor the delivery of social rented and intermediate homes through the Housing Monitoring Delivery Schedule required to be completed by developers when submitting a planning application.

We will also continue to produce a 6 monthly Affordable Housing Delivery Summary document which will be published on our Old Kent Road web site. This records the number of homes, completed, under construction and about to start on site, by tenure and flat size. It also measures delivery against the number of people on our housing waiting list in the Old Kent Road area.

DEFINITIONS

Key Worker Housing (KWH) - A form of rented housing based on short-term tenancies of three to five years (renewable subject to eligibility) and only available for people who are employed in recognised key worker occupations. The maximum gross (combined) household income level threshold for KWH is up to £60,000, and the rent levels are capped at equivalent to London Living Rent levels (inclusive of service charge). These homes must remain available as KWH in perpetuity. The full definition of key workers is provided in the Council's CIL and S106 SPD 2024.

Urban Zone - Areas which are predominantly residential areas characterised by relatively dense development and tend to have higher levels of public transport accessibility.

AAP 4: Student Homes

Strategy

Whilst prioritising the need for housing and affordable housing, the Old Kent Road Opportunity Area will contribute to the need for more student accommodation in Southwark. We will do this by introducing high quality student accommodation that successfully integrates with existing and future residential and business communities, fostering mixed and inclusive neighbourhoods.

Planning Applications

Development Must:

1. Meet the requirements of the Southwark Plan; and
2. Demonstrate that they would integrate with the existing and future residential and business communities creating successful mixed and inclusive neighbourhoods, taking account of:
 - 2.1. The proposal's delivery of the co-location of new residential accommodation with business and commercial space as set out in the sub area sections of the AAP; and
 - 2.2. The proposal's proximity to other student housing developments, higher education institutions and local services / infrastructure; and
 - 2.3. The availability of other sites for other types of homes, including affordable and family homes; and
 - 2.4. The proposal's delivery of other plan priorities, including affordable housing, affordable workspace and public open space that contributes to the delivery of the greener belt and movement strategies; and
3. Provide individual student rooms and flats that achieve high standards of residential amenity in terms of spatial arrangement, storage, environmental comfort, aspect, outlook, privacy and daylight/sunlight; and
4. Provide the student occupiers with access to internal communal facilities and, wherever possible, external communal space; and
5. Contribute towards Public Open Space in the Old Kent Road area (at a rate of 5 square metres for every 2.5 student bedspaces).

Reasons

Higher education providers make a significant contribution to the borough's economy and labour market. It is important that their attractiveness and potential growth are not compromised by inadequate provision for new student accommodation. The student housing policies of the London Plan and Southwark Plan deal in detail with strategic matters such as viability and demand, and the London Plan also makes reference to locational suitability by requiring developments to contribute to the creation of mixed and inclusive neighbourhoods.

An important consideration in respect of the creation of a mixed and inclusive neighbourhood in the Old Kent Road area is balancing the need for student accommodation against the availability of sufficient sites for other types of homes, including affordable and family homes, and the delivery of other plan aspirations that benefit local communities including the provision of employment space, social infrastructure and open space.

In the interests of creating healthy and safe homes and a sense of wellbeing for all sections of society, it is important that students living in the Old Kent Road area benefit from high quality accommodation options.

Due to its inherently transient nature, the student demographic can prove more challenging to integrate into their local community. It is therefore important that the resident communities within the Old Kent Road area benefit from, and are not imbalanced by, increases in the student population.

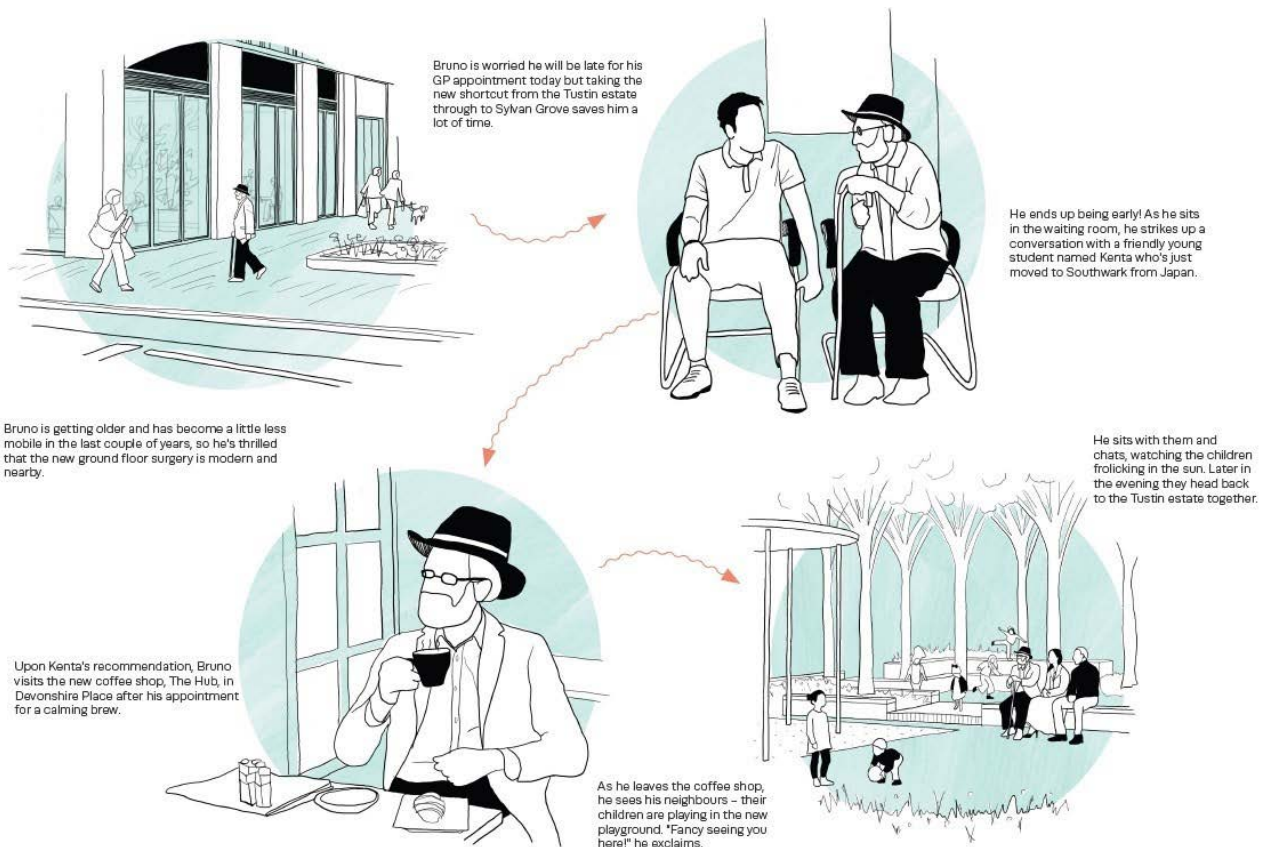
Southwark Plan Commitments

Where a development proposal cannot fully provide on-site the Public Open Space yield, a payment-in-lieu shall be secured in accordance with the provisions set out in AAP9.

Case Study

Granted approval in 2024, Devonshire Place is a mixed-use development comprising conventional residential housing, student homes and commercial uses. Some of the ways it sought to create a successful mixed and inclusive neighbourhood include:

1. Incorporating a café within the development to bring different groups together;
2. Including a community room available for use by all social and community groups;
3. Proposing a 'hang out' space where older local teenagers and the student residents can mix; and
4. Proposing a bandstand where student recreation can take place alongside wider community events, children playing and/or adult residents of the conventional housing socialising.



Devonshire Place Storyboard by JTP (Figure 8)

AAP 5: Businesses and Workspace - The Bow Tie

Strategy

We will strengthen the vibrant business community of the Old Kent Road area whilst also delivering new homes by promoting an innovative mix of uses that generate jobs and accommodates business uses “from laptops to forklifts”. We will achieve this within the Action Area Core and Locally Significant Industrial Sites (LSIS) by co-locating light industrial workspace and logistics uses with new homes, offices and shops. In the Strategic Protected Industrial Land (SPIL) we will continue to promote industrial only uses, including those not compatible with residential.

In accordance with ‘The Bow Tie’ employment strategy detailed in Figure 10, office and “laptop” uses will be focused in the town centres around the Bakerloo line extension stations. “Forklift uses”, including multi-storey industrial, logistics, warehousing and creative makerspaces will be prioritised in the Action Area Core, LSIS and SPIL.

Mixed-use development outside the SPIL and the intensification of industrial uses throughout the entire area will strengthen the special character of the Old Kent Road area as a creative and productive part of London by growing the business community, creating employment opportunities and delivering much needed housing.

The key features of successful mixed-use development are the design and the management of space on the plots, including the provision of vehicle servicing. Developments will be carefully designed to ensure businesses can function effectively and residents can live peacefully. The masterplan and the sub area design guidance shows how this will be achieved.

Businesses will continue to be clustered, as set out in the sub area masterplans, to strengthen commercial identity and maintain a vibrant business eco system. This will enable resources to be shared and deliveries and servicing planned to minimise the impact on the co-located residential development without compromising the function of the employment uses.

We will work with local business and other partners to make sure our residents are trained and ready to access the job opportunities created.

Target

1. Double the number of jobs from 10,000 to 20,000 by 2036 and increase the range of jobs in the industrial, logistics, office, creative, retail, leisure, education and entertainment sectors.

Planning Applications

Development must:

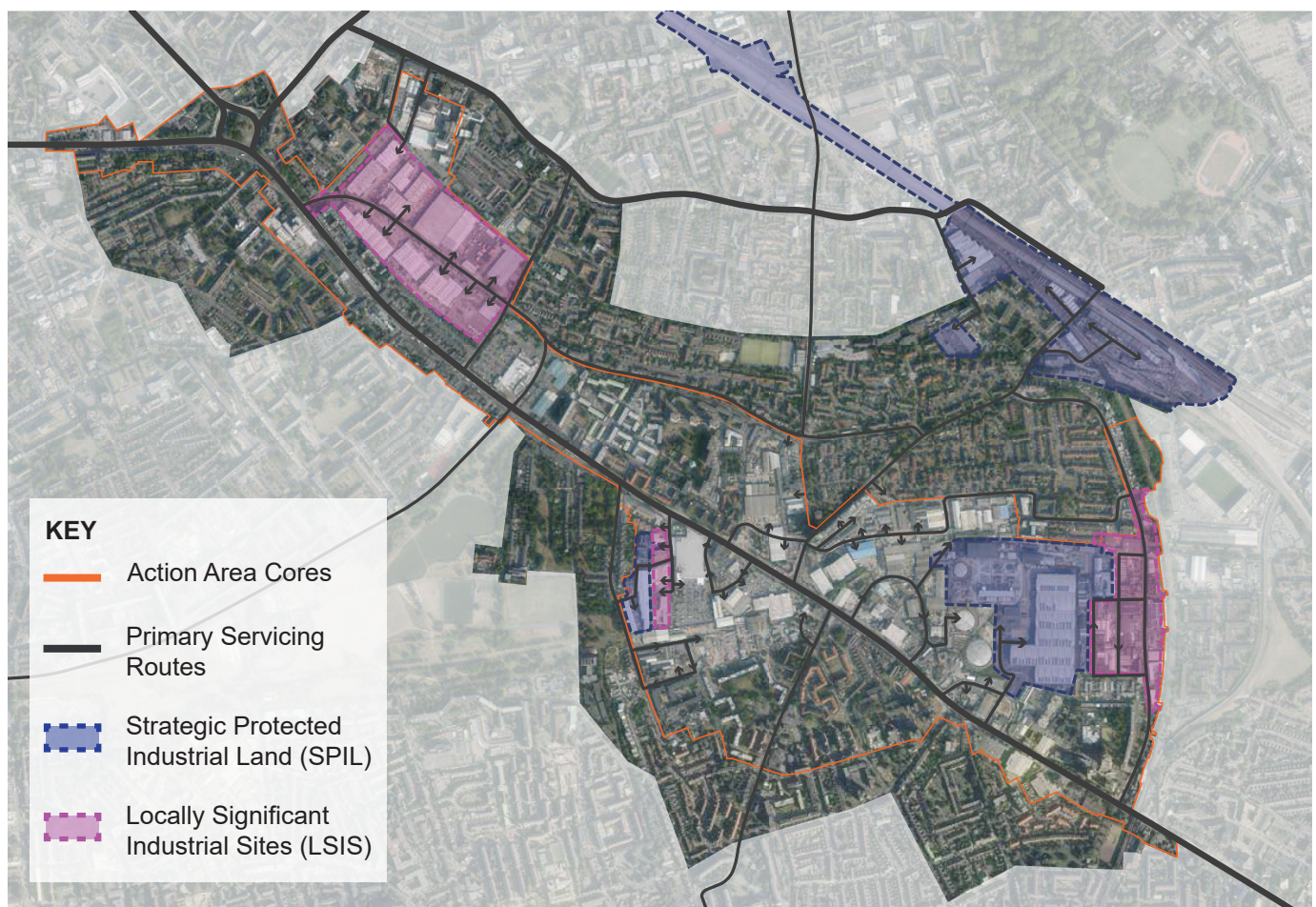
2. Retain or increase the amount of employment floorspace (GIA) on site (Class E (g), Class B2, Class B8 or (Sui Generis employment generating uses), securing Class E(g)(iii) light industrial by condition. In accordance with ‘The Bow Tie’ employment strategy and sub area building typologies and land uses; and
3. Intensify industrial workspace in SPIL, LSIS and the Action Area Core, as set out in the sub area guidance; and
4. Co-locate industrial workspace with new homes and other uses in LSIS and the Action Area Core ensuring that the employment typology, design and servicing of employment space is delivered as set out in the sub area guidance; and
5. Provide 10% of the new workspace as affordable on-site or provide an in lieu off-site payment to help fund and establish the Council’s own provision; and
6. Ensure all workspace units (Class E (g) use) are equipped with mechanical and electrical fit-out, heating and cooling provision and kitchen and WC facilities. All co-located commercial units (Class E, Class B8 and Sui Generis employment generating uses) must provide water sprinkler fire suppression systems.

Southwark Plan Commitments

Southwark Plan Policy P30 requires a marketing strategy to be submitted with planning applications, to show that the use and occupation of the proposed employment space would meet current demand.

All developments providing over 500sqm of employment floorspace must comply with Southwark Plan Policy P31 by providing 10% of workspace as affordable space at discount market rents secured for at least 30 years, or make an in lieu payment to help deliver the Council's own affordable workspace.

In addition, in accordance with Southwark Plan Policy P33, where existing small or independent businesses or small shops may be displaced by development a business relocation strategy, written in consultation with affected businesses, must be provided.



Industrial Land (Figure 9)

Reasons

In the Old Kent Road area there are over 10,000 people employed in 716 businesses that provide key services to the central London economy. Some 56% of employees live locally (Southwark, Lewisham or Lambeth residents). Sectors with the highest local workforce (80%+) include construction, vehicle sale and repair, manufacture of food and drink as well as the retail trade and restaurants. Planning for a diverse range of business premises will ensure local businesses can continue to trade and grow and new businesses can flourish. This will help create new jobs for local people and provide skills training for our residents. Outside the SPIL, co-locating these business premises with residential uses will also ensure we can meet our housing need.

This diverse economy is maintained through the provision of a range of industrial premises including manufacturing, servicing, storage and distribution which have relatively low vacancy rates. Some areas are already responding to changing demands for new workspace accommodating creative industries, artists' studios, galleries and co-working premises. There is increased demand for purpose-designed light industrial premises, logistics and distribution uses,

studios and co-working office space. There is also the potential to develop life science uses. 'The Bow Tie' Strategy set out how we will achieve the planned growth in jobs and employment floorspace across all of these sectors as sites come forward for redevelopment.

Mixed Use Development and Industrial / Residential Co-Location

Figure 10 ('The Bow Tie') demonstrates the broad strategic approach to employment typologies and likely job density across the area. Near to the tube stations and along the Old Kent Road high street, higher density new employment space will comprise offices and co-working space for small businesses, which we describe as "lap top" uses. There will also be opportunities for small manufacturing, artists' studios and creative enterprises. Further away from the Old Kent Road high street, new employment space will accommodate depots, distribution and logistics uses and industrious workspace, which we describe as "fork lift" uses that requires better access for HGVs, vans and lorries and is likely to have a lower employment density. 'The Bow Tie' describes the over-arching strategy and is not intended to be entirely prescriptive. There will be variations within that overall approach as set out in the sub area guidance.

The plan area contains 28ha of SPIL that will be kept in solely industrial use. The AAP sub area guidance for South Bermondsey identifies ways that these uses could be intensified through multi-storey redevelopment to make more effective use of space. This will help increase the number of jobs in industrial use and also make use of railway arches in the extensive viaducts that serve London Bridge station. The SPIL uses at the Admiral Hyson Industrial Estate and Glengall Road Industrial Estate could also be intensified through the use of multi-storey industrial provision. The remaining SPIL in the plan area will continue to provide essential infrastructure including Southwark's waste transfer facilities and National Grid Electricity's New Cross sub-station.

A further 20ha of land is allocated as LSIS and both within this and the Action Area Core a diverse range of workspaces will be provided in line with 'the Bow Tie' Strategy co-located with new homes, community facilities and shops.

Overall, there will be an increase in employment floorspace within the SPIL, LSIS and the Action Area Core as set out in the sub area guidance. New mixed-use development will deliver appropriate on-site servicing including servicing within podiums or yard spaces as indicated in the sub area masterplans.

Notwithstanding the provisions of the Use Classes Order, we will use planning conditions to limit the ability to change Class E (g)(iii) light industrial uses to other Class E uses. This will ensure the delivery of a wide range of employment floor space in line with 'the Bow Tie' Strategy.

In co-located Class E workspace / residential developments we will expect a fit out of the workspace provided to be completed before the occupation of the homes. This will be secured in a s106 obligation and will ensure the space is marketable and fit for purpose whilst avoiding the fit out costs being passed on to potential business users.

We will also expect a fire suppression sprinkler system to be installed in all co-located workspace (Class E), factories (Class B2), distribution and logistics (Class B8) and Sui Generis uses to ensure that the safety of the occupiers of the residential uses is maintained.

Old Kent Road Businesses and Affordable Workspace

As sites come forward for redevelopment it will become necessary to relocate business users during the construction period. Businesses can join the Old Kent Road Business Network to be kept informed about opportunities for relocation in newly completed developments.

In cases where relocation would be required, new premises for relocated businesses should be in the right locations to suit specific requirements and enable the successful continuation of the business. In accordance with the Southwark Plan, relocation strategies will be agreed with the Council and where possible Council land assets will be used to help manage business relocation opportunities.

The Workspace Provider List for Southwark responds to the increased demand for small, flexible and well managed workspace in the borough. Managed workspaces provides shared facilities, flexible lease terms and lower cost workspace which provides support to new or micro enterprises. The Council will be developing its own affordable workspace provision on land it owns in the Old Kent Road area using in lieu s106 affordable workspace payments and this should help meet some of this demand.

Skills

Many new jobs and training opportunities will be generated in the Old Kent Road Opportunity Area, both during the construction phases and in completed developments. It is important that new jobs and training opportunities are targeted towards local people, creating supporting social regeneration and opportunities for all.



25 Mandela Way



Livesey Exchange



227-255 Ilderton Road

The Drawing Room / Tannery Arts,
Tannery Way, Bermondsey



KEY

Approximate Scale: 1:40 000



0 100m 500m



Office Hubs



SME / Co-working / Life Sciences

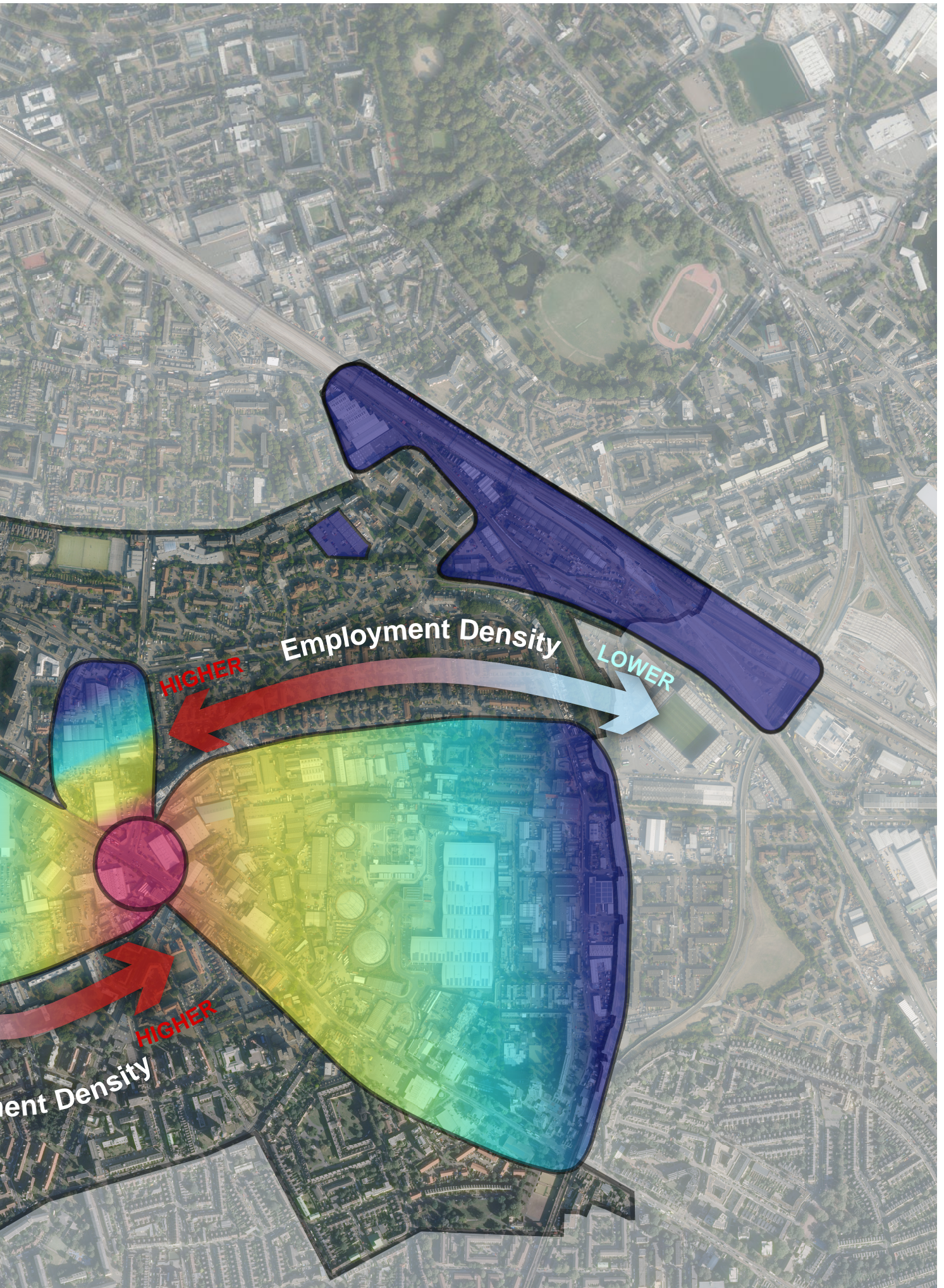


Light Industrial



Industrial / Distribution

'The Bow Tie' Employment Strategy - From Laptops To Forklifts (Figure 10)



AAP 6: Life Sciences

Strategy

We want the Old Kent Road Opportunity Area to play a key role in establishing Southwark as a world-recognised district for life sciences expertise and innovation. The implementation of Policy AAP5 will provide a range of modern flexible and affordable workspaces from laptops to forklifts, 10% of which will be affordable, including facilities suitable for life sciences occupiers. These new sector-specific facilities will complement and support the established medical and life sciences clusters across Southwark and in adjacent boroughs. We will work with these new and established life sciences providers to deliver educational, training and employment opportunities that Southwark residents can benefit from.

Planning Applications

Life Sciences development must:

1. Set out a strategy to foster links and promote an ongoing relationship with other related facilities, including further and higher educational institutions and hospitals, and local FE colleges and schools; and
2. Be designed, where appropriate, to co-locate with residential uses; and
3. Be promoted, where appropriate, as a meanwhile use of development sites in advance of the delivery of the Bakerloo Line Extension (BLE); and
4. Be designed and laid out so that inherently inactive uses such as storage, archives and environmentally-isolated lab space are wrapped by associated facilities that can provide a positive public interface such as offices, meeting rooms, break-out and recreational spaces; and
5. Consider how educational displays and programmes, interactive public art and/or greening could improve unavoidable inactive frontages; and
6. Minimise the on-street presence and impact of mechanical and electrical equipment, ventilation, back-of-house facilities and other inherently inactive spaces in order to optimise positive frontages.



The Paper Yard - British Land



Snowfields Quarter

Reasons

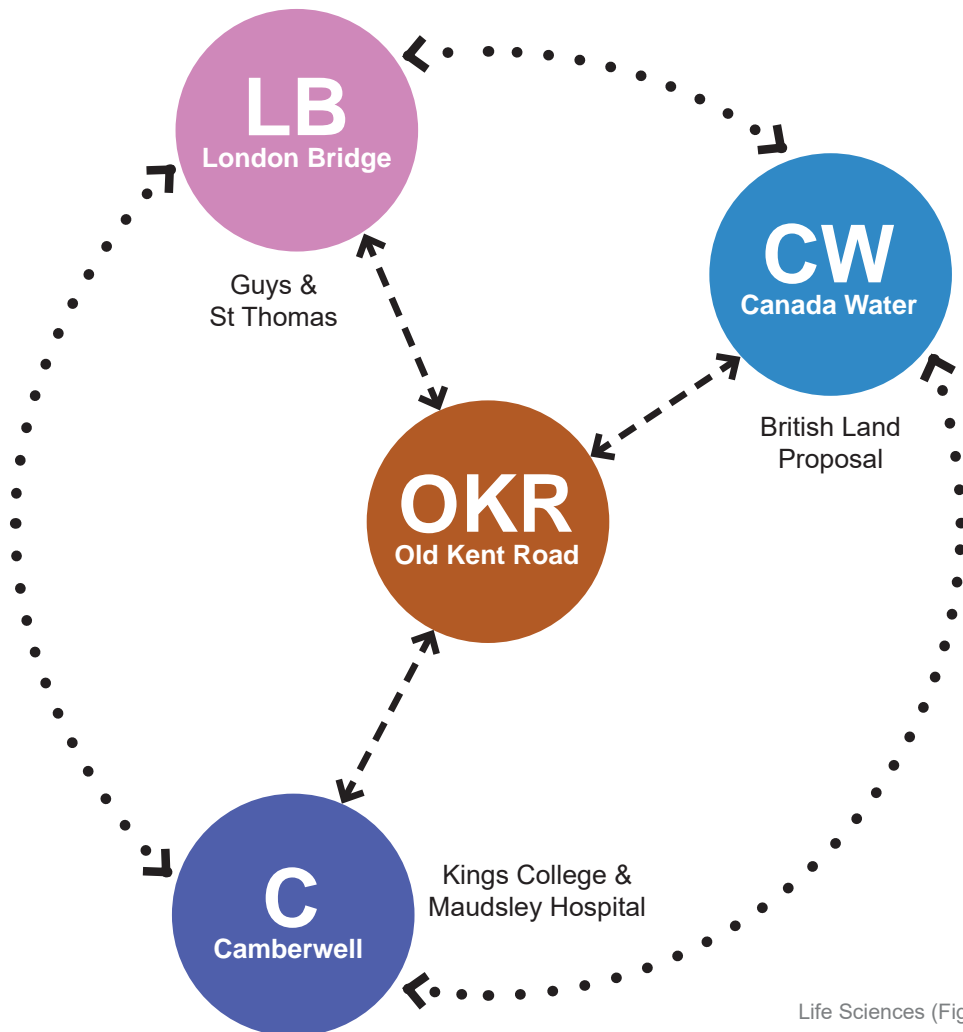
The UK is fast becoming one of the leading hubs for life sciences on the global stage, with the industry generating over £80 billion in turnover.

The Old Kent Road area benefits from being located in close proximity to the established medical and life sciences clusters at Guys and St Thomas's at London Bridge, the King's College and Maudsley hospitals in Camberwell / Herne Hill, and the emerging cluster in Canada Water. In addition, the Council plans to build its own affordable workspace hub in the Old Kent Road area that could benefit life science start ups. The Old Kent Road area therefore holds significant potential to expand this sector by providing new labs, research hubs, manufacturing, back of office, storage and other associated facilities. In building this network of new facilities, we want to harness opportunities to strengthen relationships and promote knowledge sharing between the sector and the borough's higher education institutions.

Supporting the life sciences sector will help create new employment opportunities and diversify the local jobs market. It will also provide educational and training opportunities for residents in a higher skilled and paid sector.

There is an acute shortage of lab space in the “golden triangle” – Oxford, Cambridge and London. Promoting meanwhile life sciences development will help meet this urgent demand.

For operational reasons, some life sciences facilities need to be windowless and/or highly ventilated. In order to ensure such facilities do not result in building frontages that negatively contribute to the public realm, careful consideration must be given to the layout of life sciences buildings, in particular the ground floor level. In situations where placement of inactive facilities is essential, creative solutions such as art installations and greening are space-efficient ways to positively conceal this inactivity.



Life Sciences (Figure 11)

DEFINITIONS

Life Sciences - Companies operating in R&D and manufacturing of pharmaceuticals, biotechnology-based food and medicines, medical devices and biomedical technologies. Companies operating in this sector typically need premises that offer wet labs, dry labs, specialist storage facilities (microbiological cabinets, freezers, tissue culture rooms etc.), research and review spaces, and manufacturing facilities, alongside conventional office and standard ancillary facilities (staff rooms, storage, plant rooms etc).

Class E(g) - As defined by the Use Classes Order, this classification describes a business / commercial land use can be carried out in a residential area without detriment to that area’s amenity (by reason of noise, vibration, smell, fumes, smoke, soot, ash, dust or grit etc). Class E (g) comprises three sub-classifications, as follows:

1. E(g)(i): Offices to carry out any operational or administrative functions;
2. E(g)(ii): Research and development of products or processes;
3. E(g)(iii): Industrial process(es).

AAP 7: Town Centres, Leisure and Entertainment

Strategy

We will create a successful mixed-use high street along the whole length of the Old Kent Road, building on the character of its existing successful shops and services. Our strategy for accessible and vibrant ground floors will improve the overall high street experience and ensure successful integration with surrounding development.

The Old Kent Road will be transformed into two lively district town centres (Fig 12) providing new shops, restaurants, cafés and local services for people to gather, shop, socialise and spend their leisure time. To achieve this we will deliver new town centre links which will provide increased connectivity from existing and proposed residential and business communities to the high street to support the town centre economy and a variety of shops and facilities including local independent shops meeting daily needs, as well as large stores such as supermarkets, homeware and hardware shops. We will also deliver new major attraction or destination spaces such as a cinema, museum or lido (Fig 13) and improved access to arts and cultural spaces by involving community and institutional organisations in securing its provision.

Planning Applications

Development must:

1. Retain or increase the amount of retail uses (Class E(a-c)) unless the proposed format is being changed from a retail park type to a high street type to deliver the change in town centre character set out in this policy. In those instances, the high street format retail space provided should be maximised within the ground floor layout of the redeveloped site as indicated in the sub area masterplans; and
2. Deliver the town centre links between the existing residential and commercial hinterland and the high street as indicated in the Movement Strategy (AAP8) and in the sub area masterplans; and
3. Contribute towards delivering a mix of shops (in a range of sizes, including supermarket formats), cafes/restaurants, and spaces for community/cultural and/or leisure activities; and
4. Provide residential development and offices above shops; and
5. Provide a pedestrian friendly and healthy environment on the high street with new planting, Sustainable Urban Drainage (SuDS) and places to sit; and
6. Provide frontages which help generate activity and vibrancy at ground floor by avoiding blank façades, locating back-of-house functions discreetly, and creating visual connections to open spaces and community uses.

Reasons

We are aiming to ensure that all the local needs of residents can be met within a 15 minute travel time of their homes. Our residents use town centres as destinations to feel part of a community. They could be meeting friends, attending an event, going for a walk or browsing the shops. It is essential to ensure our town centres remain accessible for all ages to ensure our residents have positive mental health and avoid loneliness and isolation in the community.

One of the reasons the high street has failed previously is as a result of the pedestrian connections to the residential and business communities in the high street's hinterland being obstructed by the industrial estates which were developed post war. This limits direct access to the shops, cafés and pubs along the Old Kent Road. For example, access to the Old Kent Road from the Bonamy Estate to the north can only be achieved along Rotherhithe New Road rather than directly via Sandgate Street. Similarly, access to the Old Kent Road Asda from the Unwin and Friary Estates to the south, cannot be achieved directly along Ossory Road. The masterplan and the Greener Belt and Movement Strategies will help re-establish these connections.

The Old Kent Road area already contains 75,000sqm of retail floorspace, employing over 700 people. We want to transform the Old Kent Road into a linear high street across two district town centres with shops, health, leisure and entertainment venues, restaurants and cafés to become an exciting and lively place for people to shop and spend

their leisure time. New shops, leisure and entertainment facilities will ensure there is activity happening in the town centre both during the day and at night time, meeting the needs of a growing population.

There is an established high street at the northern end of the Old Kent Road area with small shops and cafés which will continue to thrive. There are 7 major supermarkets on the Old Kent Road: Tesco, Asda, two Lidl's, Iceland, B & M and Aldi. They are an important source of affordable groceries for the wider area. We are working with supermarkets and large shops to ensure they will be rebuilt along the high street, with some customer car parking for the shops re-provided, while making room for new homes to be built above them, and enabling the creation of walking and cycling routes.

As an example, the Aldi redevelopment at 840 Old Kent Road, which will complete in 2025, re-provides the Aldi supermarket and some customer car parking at ground floor, along with a new retail kiosk adjacent to Brimington Park. This is in addition to s106 contributions to improvements to the park as well as the delivery of 171 new affordable homes above the store.

The areas behind the Old Kent Road high street will incorporate a network of streets and spaces which will contain some smaller local convenience stores in a quieter environment. Figure 12 shows the extent of the town centre and pattern of development for the high street. Figure 13 shows how new shops and town centre facilities will reinforce the role of the Old Kent Road as a high street and not divert trade away from it. Shops and businesses will be enabled and encouraged to adapt and diversify to the re-established high street environment. Depot uses like builders merchants that have retail spaces may also be accommodated on the high street with the service function behind, particularly on larger sites.

The transformation of the Old Kent Road is already starting to take place, with the new Aldi supermarket under construction and developments such as the Livesey Exchange on the corner of Old Kent Road and Rotherhithe New Road providing a new community and cultural space that has been delivered by a local community group (Fig 13). The latter project received grant funding through the Future High Streets Fund, which has supported other projects including the restoration of the listed Kentish Drovers mural at 720 Old Kent Road, and a new cycle route and crossing at the junction of Ilderton Road and the Old Kent Road.



Devonshire Place Development- JTP



Livesey Exchange



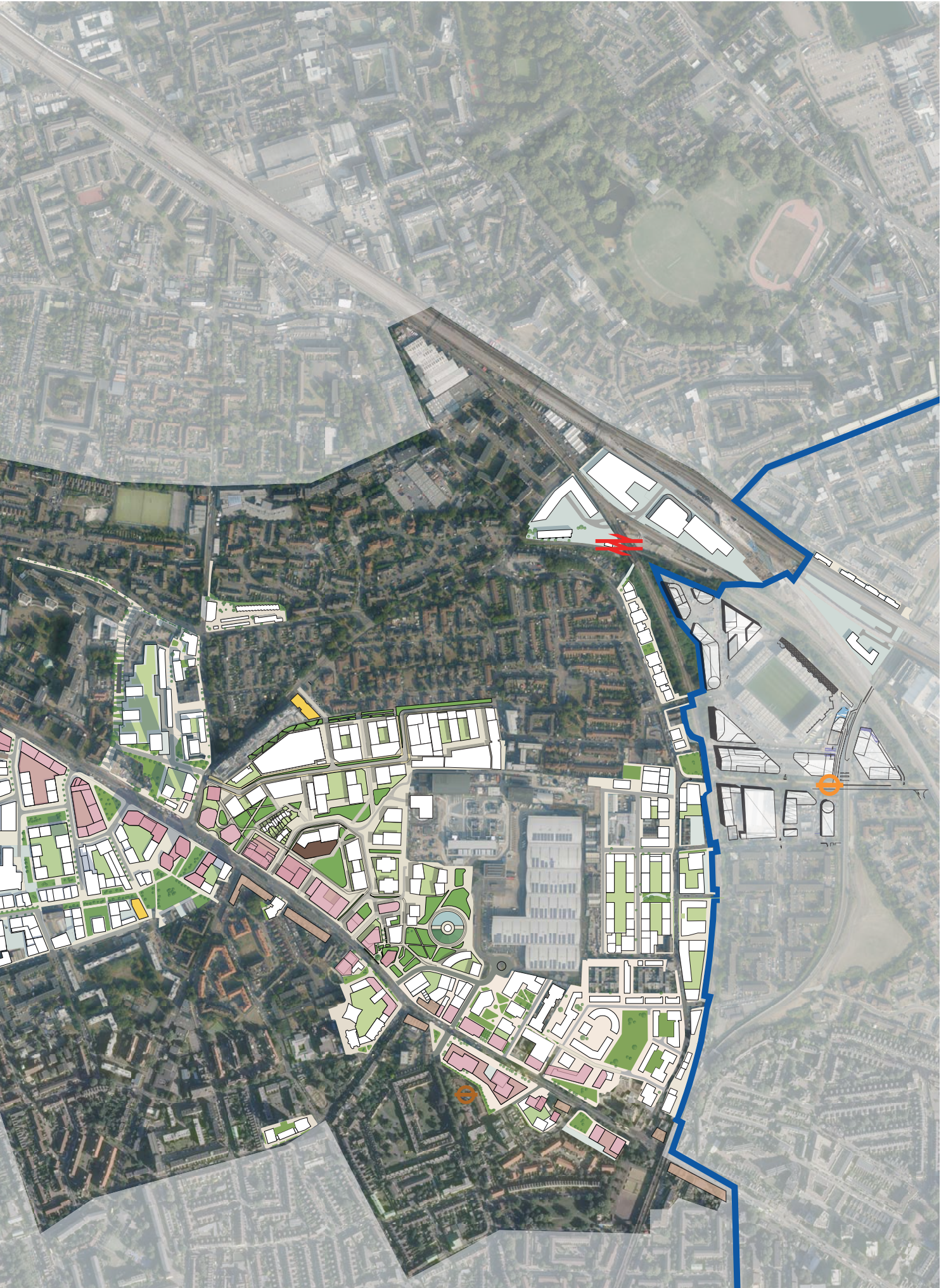
KEY

Approximate Scale: 1:8500



0 100m 500m

- District Town Centre Boundary
Old Kent Road North
- District Town Centre Boundary
Old Kent Road South
- Borough Boundary
- Existing High Street
- Proposed High Street
- Options for Health Hubs
- 4 Court Indoor Sports Hall





High Street Strategy - St James' Road to Ilderton Road (Figure 13)



AAP 8: Movement - People, Place, Experience

Strategy

We will ensure walking, cycling, wheeling and public transport will be the first choice for movement in the Old Kent Road Opportunity Area. Residents, workers and visitors will benefit from improved public realm, dedicated cycle lanes, an additional bus service called the “Bakerloop Bus”, improvements to South Bermondsey Station (in partnership with Network Rail), two new Bakerloo Line underground stations on the Old Kent Road and a new overground station at New Bermondsey in Lewisham.

In order to deliver growth in both jobs and housing through industrial intensification and the co-location of workspace with residential use we will ensure the efficient and sustainable servicing of new commercial development, minimising the environmental impacts of residential and commercial uses on each other, as set out in the sub area guidance.

This will include ensuring that the identified primary commercial service routes to Strategic Protected Industrial Land (SPIL), Locally Significant Industrial Sites (LSIS) and the Action Area Core shown in Fig 9 are fit for purpose enabling the delivery of the ‘Bow Tie’ workspace strategy in Policy AAP5. The introduction of CPZs (Controlled Parking Zones) and off-street servicing will help minimise congestion on these routes. We will also promote the use of electric vehicles and cargo bikes / quadricycles, through the provision of Electric Vehicle Charging Points (EVCPs) for commercial vehicles and parking spaces for cargo bikes / quadricycles within new workspace developments, to accommodate business and jobs growth whilst minimising air and noise pollution.

In order to support the delivery of the first 9,500 homes in Phase 1 of the plan we will provide an enhanced bus service in the Old Kent Road called the “Bakerloop Bus”, which will be funded by s106 contributions from developers.

We will ensure the Old Kent Road becomes a thriving high street with increased footway widths along classified roads including Ilderton Road, tree planting, designated cycle and bus lanes where possible, and safe pedestrian crossing points by securing the delivery of Transport for London’s Healthy High Street project. We will transform the existing connectivity across the Old Kent Road area by delivering “town centre links” between the high street and the existing and proposed residential and business communities, increasing access to the high street from its hinterland to help deliver the high street strategy in AAP7.

We will promote car free development (except for Blue Badge) in commercial and residential development, the use of electric commercial vehicles and cargo bikes in workspace development, and the closure of Verney Road and Marlborough Grove outside John Keats and Phoenix Primary Schools. This will improve air quality for local residents and workers, and help deliver the cleaner and greener aspirations set out in AAP14. We have introduced a CPZ across the whole Opportunity Area and we want to make delivery and servicing loading bays bookable by residents and businesses through online management tools. These interventions should reduce traffic, improve road safety and encourage active travel including road closures and one way systems shown in the sub area guidance. We will encourage developers on adjacent sites to work with the Council and each other to minimise impacts of demolition and construction on residents.

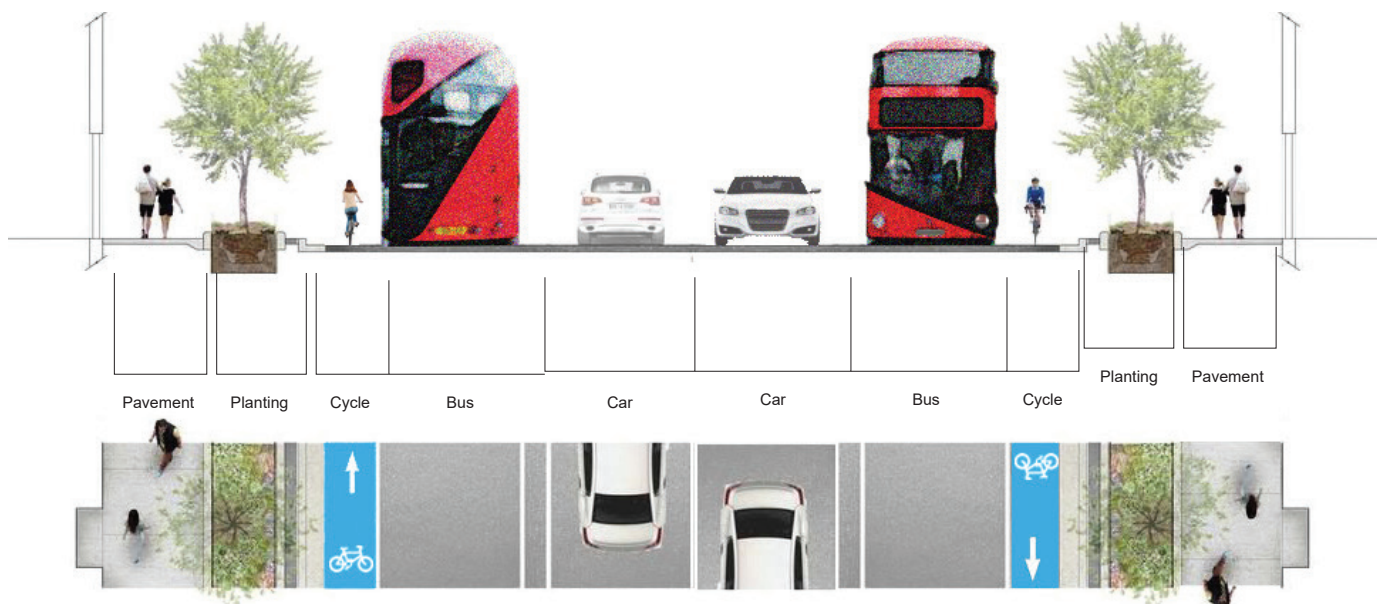
Planning Applications

Development must:

1. Allow for the delivery of TfL’s Healthy High Street project on the Old Kent Road by ensuring a sufficient set back of new development from the back of pavement line to accommodate wider pavements, proposed cycle and bus lanes, pedestrian crossings, amended road junctions and planting; and
2. Provide new town centre links that enable pedestrian and cycle connections to the high street from existing and proposed residential and business communities; and
3. Maximise footway widths to provide an unobstructed minimum of 2.4 metres on the local road network, at least 4.0 metres on the Old Kent Road, and at least 3.0 metres on other classified roads; and
4. Provide service access for stand-alone industrial and co-located workspace from the primary service routes identified in Fig 9 and the sub area guidance; and
5. Prioritise off-street servicing and only when that cannot be achieved rationalise on street servicing as

shown in the sub area servicing plans. In some instances this will be shared between adjacent sites. Off-street servicing should be designed to enable all vehicles to exit in forward gear onto the public highway and provide sufficient space for the loading and unloading of vehicles to enable safe pedestrian movement around the entrance to the servicing yard. The provision of swept path analysis should demonstrate this; and

6. Provide Electric Vehicle Charging Points for commercial premises and space for cargo and quad bikes; and
7. Be car-free if residential except for Blue Badge parking, and manage a reduction in parking on Council estate redevelopments; and
8. Provide evidence of marketing materials for the development that demonstrate it is to be promoted as car free and will encourage residents to make journeys by sustainable modes of transport; and
9. Provide s106 financial contributions for:
 - 9.1. Bus and other public transport service improvements (calculated per residential unit (or equivalent) currently at a rate of £2,700.00 per unit)
 - 9.2. Monitoring of construction management; and
 - 9.3. Monitoring of Delivery and Servicing Plan compliance (comprising a non-refundable deposit and a bond, currently calculated per residential unit and per 500sqm of non-residential floorspace); and
 - 9.4. Car club membership (one membership for each residential unit upon first occupation for a period of three years); and
 - 9.5. Cycle hire docking station improvements (calculated per residential unit).



Indicative enhanced cycle provision (one-way cycle lanes with bus provision (Figure 14)

Reasons

We want to enable ease of movement around the Old Kent Road Opportunity Area in a way that achieves positive mental and physical wellbeing for our residents. Our mental wellbeing is informed by our sensory experience of, and emotional response to, streets and spaces. By creating clean and tidy streets, good wayfinding, calm and quiet places to travel through, and green spaces to play and rest in, we will help to create positive experiences. We want to promote the health benefits of walking and cycling and improve confidence on the roads and cycleways. We will do this by making the Opportunity Area easy and safe to move around, ensuring cycle parking and cycle hire options are readily available. Our strategy for a network of town centre links will help connect the area's neighbourhoods to the Old Kent Road spine, in turn helping to re-establish the high street economy. Southwark's Transport Strategy 2023-2030, emphasises traffic reduction, modal change, a holistic approach to street design and addressing the climate emergency. The Equity Framework that underpins 'Streets for People' ensures that investment is prioritised to areas of need.

Public transport improvements are essential to maximise the growth of homes and jobs and the BLE is fundamental to achieving this. The first phase of delivery across the Old Kent Road Opportunity Area would be supported by enhanced public transport provision including the 'Bakerloop Bus', improvements to the environment of South Bermondsey Station and new cycle and walking infrastructure. The delivery of the New Bermondsey overground station in Lewisham close to the borough border would also benefit Southwark residents. In order to build out the next 10,500 homes of Phase 2, the delivery of the BLE would be essential.

The masterplan promotes industrial intensification in SPIL and the co-location of residential and workspace uses outside the SPIL. It is vital that servicing is considered carefully to enable commercial and residential uses to function without conflicting with each other. Consolidating servicing and accommodating each site's needs within its boundary will enable more efficient movement of vehicles and reduce the pressure on the road network, whilst also improving air quality. Neighbouring developments are encouraged to co-design in such a way that off-street servicing can be shared with the developments on either side. Where this shared provision is for one or more sites it will be secured through an obligation in a s106 legal agreement. The introduction of a CPZ and off-street servicing across the entire plan area should reduce congestion on the primary service routes. The distribution of goods by cargo and quad bikes is likely to grow through the provision of logistics hubs, as evidenced by the British Land scheme currently under construction at 25 Mandela Way.

The transport character of the Old Kent Road Opportunity Area is one of car dominance and we are seeking to change this. Air pollution is high and we need to create new links through neighbourhoods to encourage better permeability, walking and cycling.

Southwark's Transport Strategy 2023-30 aspires to reduce journeys by car from 21% to 13% by 2030 and to have 87% of journeys made by walking, cycling or public transport by 2030. We will seek to meet these commitments in the following three ways in the Old Kent Road area: (a) improving public transport including the delivery of the BLE and additional bus routes; (b) providing wider pavements, crossings, new cycle and town centre links; and (c) providing quieter, safer streets that are more pleasant to be in and move through.

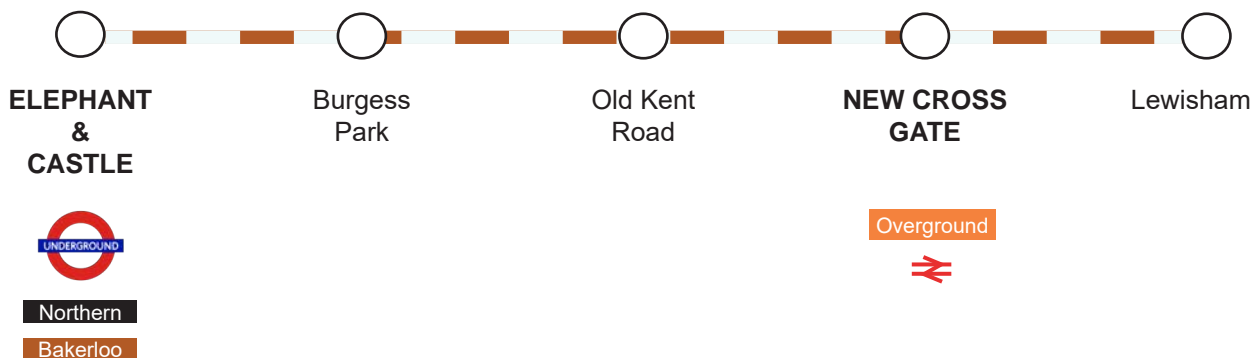
Where estate regeneration is being planned, car parking provision for existing residents will be managed in accordance with a phased plan / programme for reducing parking provision over the short, medium and long term. This will include opportunities to enhance sustainable and active transport to discourage and reduce private car ownership and to contribute to the council's commitment to tackling the climate emergency.

Contractors on adjacent sites will be expected to work together with each other, the Council and Transport for London on demolition and construction management and utilities delivery to ensure that disruption to residents and business uses is minimised. This should include organising and hosting regular resident liaison meetings.

The 'Bakerloop Bus'

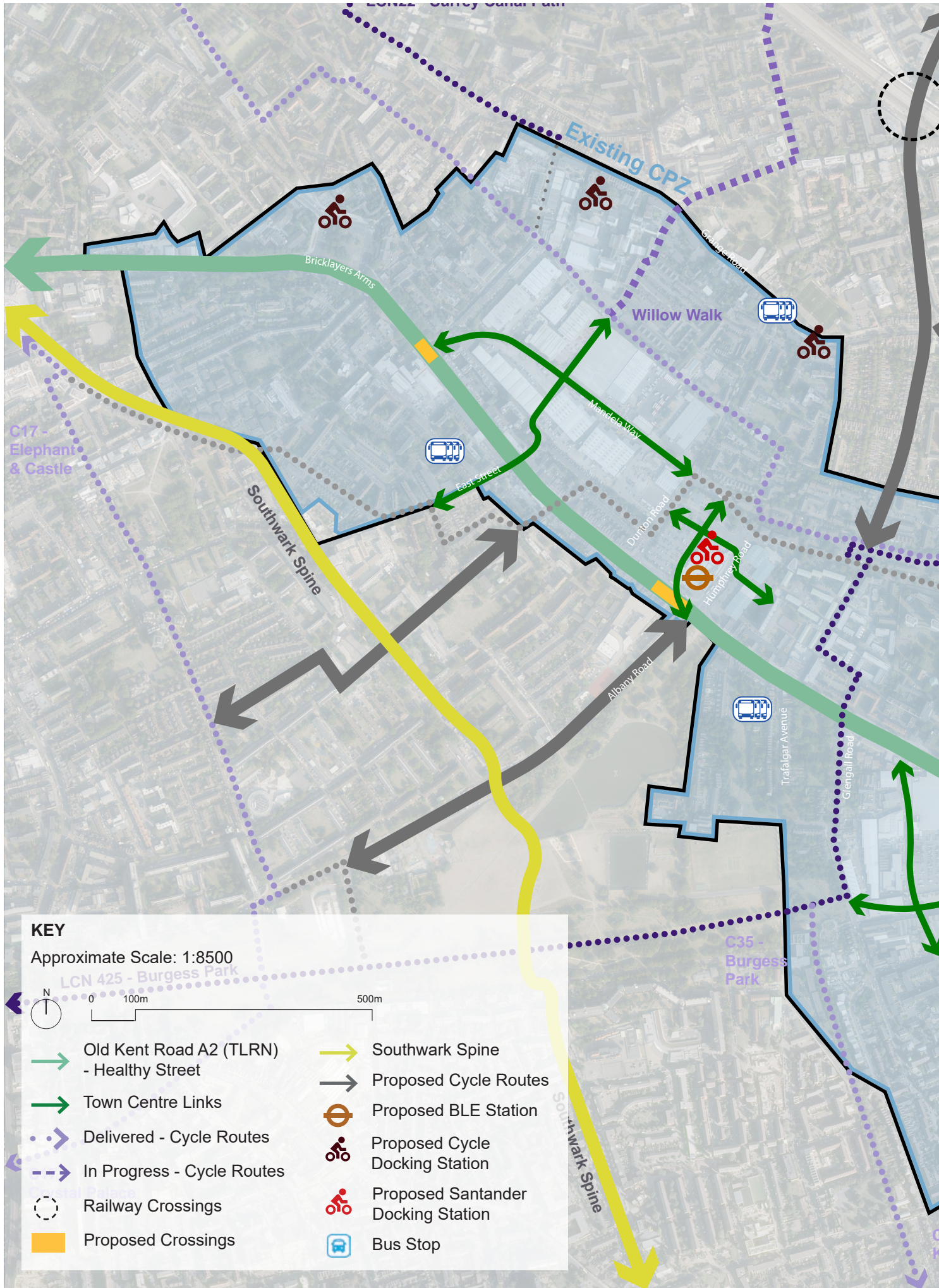


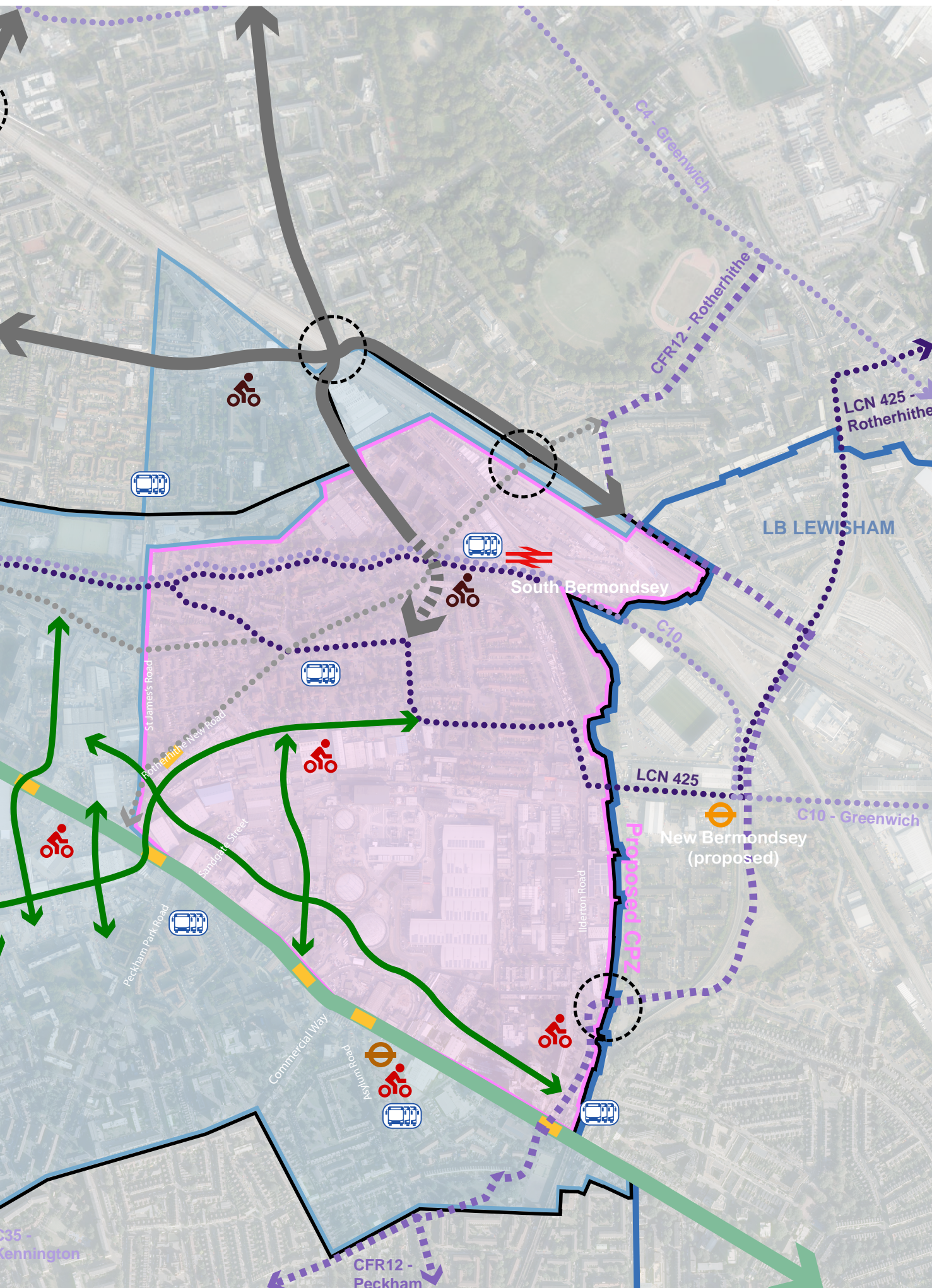
The 'Bakerloop Bus' (Figure 15)

**DEFINITION**

The 'Bakerloop Bus' - As part of the wider public transport improvements in the AAP, an additional bus service will be introduced in advance of the BLE opening. This is intended to improve connectivity for the residential and business communities in the area. The 'Bakerloop Bus' will provide an enhanced service along the Old Kent Road high street funded by s106 contributions to support housing growth within Phase 1 of the delivery plan. The additional service will introduce core bus stops that match with the locations of the two new underground stations. The service will run from Elephant and Castle to Lewisham, stopping at Burgess Park, Old Kent Road and New Cross Gate. The new electrified fleet of buses will be branded in the recognisable Bakerloo-style colour themes, to support the delivery of the BLE.

The Movement Map - Figure 16 collates strategic TfL and local Borough cycle routes across the Old Kent Road Opportunity Area, to identify opportunities for proposed connections to the wider network. The identified routes provide cycling opportunities for people with diverse needs – some routes, such as Cycle Future Routes (CFRs), London Cycle Networks (LCNs) or the Southwark Spine, provide fast and direct access to town centres and key destinations. Others, such as Cycleways (formally 'Quietways') or unsigned local routes, provide calmer, non-direct access along quieter residential streets.





AAP 9: The Greener Belt Strategy - Parks and Healthy Streets

Strategy

The 'Greener Belt' is a cross borough strategy designed to link Southwark's major parks and those in Lewisham, Lambeth and Wandsworth through the creation of new parks and routes based on the historic alignment of the Grand Surrey Canal. The Greener Belt spans the bend in the River Thames between Vauxhall Nine Elms and Canada Water Opportunity Areas, providing a connection between them and the Opportunity Areas in between including the Old Kent Road. At its heart is the 44 hectare Burgess Park. Created after the Second World War having been initially proposed in the 1943 County of London Plan, it is one of the borough's most popular park spaces.

The 'Greener Belt' provides the opportunity to create a network of open spaces that are green in every sense of the word. It will deliver radial east to west cycle and walking routes, encouraging sustainable travel to homes, jobs and schools. It will help address flooding and air quality issues by delivering sustainable urban drainage and planting that can absorb air pollution. It will provide a respite from noise pollution and encourage a significant increase in biodiversity by creating a wildlife corridor up to 10km in length. It will provide for wellbeing and respite, connecting communities and providing opportunities for existing "Friends Of" parks groups and community gardeners to contribute to and benefit from its creation.

The proposed new Surrey Canal and Frensham Street Park, which follows the alignment of the historic Grand Surrey Canal, forms the spine running through the centre of the Old Kent Road masterplan and provides the structure for the layout of urban blocks and the setting for the location of tall buildings. Mandela Way Park would introduce a major new green space which supports the intensification of land uses in the north of the Opportunity Area. Whilst Livesey Park would re-provide the recreation space that once existed in the South Metropolitan Gas Works, re-purposing the Grade II listed Gasholder 13 as a freshwater lido and a major leisure destination for the borough. These new spaces will be well designed, safe and accessible and help foster inclusive communities. We will seek to ensure that every home is within 280m of a publicly accessible park. Play facilities will also be provided for children of all ages to enjoy. Some of the existing park and open spaces in the area are in a poor condition and there are large areas of oversized footway that contribute little to biodiversity or sustainable drainage at Rotherhithe New Road and Rolls Road. We will use s106 public open space contributions from developments to fund improvements to existing parks (to meet Green Flag standards), open spaces on council estates, street and pavement spaces and will engage local communities in their co-design.

Given that the delivery of the Old Kent Road AAP will be over a period of nearly 20 years across multiple sites, it will be important to secure temporary connections to new open spaces in some instances in advance of adjacent sites coming forward for development. An example of this is the proposed link between Ossory Road and Bianca Road in the Malt Street redevelopment.

The co-location of industrial and commercial uses and intensification of industrial uses in the Strategic Protected Industrial Locations (SPIL) offers the opportunity to reimagine the setting of those uses. We will ensure that their primary service routes are healthy streets comprising pedestrian friendly spaces with room for planting and cycling, including cargo bikes and quadricycles. Both workers and employers will benefit from the new network of open spaces by having more attractive environments to work in, which should help with the recruitment, retention and the wellbeing of employees. We have also identified opportunities to partially close roads outside local primary schools and transform them into park spaces, in Marlborough Grove and Verney Road with re-diverted service access to be provided to surrounding existing commercial uses.

One of the main purposes of the strategy is to show where public open space, which will be central to the character, layout and design of new neighbourhoods will be provided and consequently who will be expected to provide it. Where open space will be provided is set out in the sub area masterplans. Some landowners will be expected to contribute public open space as part of the delivery of their development as set out in the masterplans, other landowners will be expected to make a financial contribution in lieu of physical delivery. In this way the contribution to public open space provision should be equalised across the diverse land ownerships within the plan area.

Where a new development makes a financial contribution to meet the public open space, needs generated by the development this will go towards providing new or improving existing public open space (including associated play provision) in the Opportunity Area. The detail of how the Public Space Equalisation Mechanism

operates is set out in the “reasons” section.

The Public Space Equalisation Mechanism will enable the delivery of the Greener Belt Strategy ensuring the Old Kent Road area becomes greener with more parks, tree lined streets, green routes and multi-functional public spaces for residents, workers and visitors. These will provide more opportunities for walking, cycling, meeting and sitting, as well as creating more recreational, educational and sporting activities.

Targets

We will:

1. Increase the amount of public open space from 15 hectares to at least 25 hectares, rising to 30 hectares by 2045; and

Given that the delivery of the Old Kent Road AAP will be over a period of nearly 20 years across multiple sites.

Planning Applications

Development must:

2. Provide new public open spaces as shown on the masterplan and in the sub area guidance, or financial contributions as required by the Public Space Equalisation Mechanism; and
3. Provide private amenity space, communal amenity space, public open space and child play space in accordance with the criteria in Section 3 of the Council’s Residential Design Standards, Policy P15 of the Southwark Plan, and the sections of this policy entitled ‘Public Open Space Equalisation Mechanism’ and ‘Principles of Playspace Delivery’; and
4. Provide temporary routes through sites in phased developments; and
5. Retain existing mature and semi mature trees on development sites as identified in the sub area guidance; and
6. Integrate retained heritage assets identified on the masterplan and sub area guidance into new park landscaping; and
7. Improve the landscaping of immediately adjacent Council estates in consultation with residents in line with the ‘Greener Belt’ strategy.

Reasons

The Old Kent Road area currently suffers from open space deficiency. We have calculated that 5sqm of public open space per dwelling is essential to address this deficiency and provide a healthy place to live for existing and future residents. The population within the Old Kent Road area is expected to double by 2042. Public open space will therefore becoming increasingly important as residential densities increase.

Ensuring existing spaces remain high quality and attractive is important, and this will be achieved through ongoing investment via financial contributions.

Green spaces have a positive effect on the health of the population by helping to reduce stress and providing opportunities for physical activity, sport, play and relaxation. Providing new parks, building new play areas, greening roads, planting more trees and improving existing parks will contribute towards the health and wellbeing of our residents.

Children of all ages growing up in the Old Kent Road area should benefit from access to a range of play facilities, provided in convenient locations close to the family home.

The network of new parks and streets will strengthen physical connections throughout the area, encouraging people to travel more (and more confidently) by sustainable modes of transport. Town Centre links will offer an attractive cleaner air option to walk, cycle or run. They will improve accessibility for residents in existing and new neighbourhoods with schools, workspaces, homes and leisure activities.

Incorporating existing mature and semi mature trees and built heritage helps give our parks and open spaces a rootedness and more established sense of place.

Even when development sites are in construction stage, which in some cases can carry on for many years, it is important that they continue to play their part in keeping the area accessible and well connected.

Principles of External Space and Playspace Provision

	Private Amenity Space	Communal Amenity Space	Public Open Space	Children's Play Facilities 10 units+ only
Houses	50sqm 10m in length and should extend across the entire width of the dwelling	N/A	5sqm per dwelling Where identified as doing so in the masterplan, the development should provide new public open space.	10sqm per child broken down by age group 0-4 5-11 12+ As per GLA Child Yield Calculator
Flatted Development	For 3 or more bedrooms: 10sqm minimum For 2 bedrooms or fewer: 10sqm if possible To count towards private amenity space, balconies must be a minimum of 3sqm	50sqm per block Additional communal amenity space is required where minimum private amenity space requirements are not met.	Where a scheme is not identified as providing public open space or where the masterplan area falls short of 5sqm per dwelling, a financial contribution will be required.	

Public Open Space Equalisation Mechanism

All new development must deliver 5sqm of public open space per dwelling. As prescribed by the site allocations, each site in the masterplan will be expected to provide new public open space via one of these three scenarios:

- a) all on site; or
- b) some on site, some off-site; or
- c) all off-site.

In scenarios a) and b), the total quantum of on-site public open space proposed by the planning application can be deducted from the 5sqm per dwelling financial contribution requirement.

Where a site is required to make a public open space financial contribution, this should be calculated applying the £/sq.m rate specified in the Council's S106 and CIL SPD.

Principles of Playspace Delivery

1. **Location** - At ground level or podium.
2. **Designed for emergency** - Should have multiple egress points.
3. **Resident accessibility** - Should be accessible by all residents of the block irrespective of the tenure of their home.
4. **Public accessibility** - Any playspace provided at ground level should also be publicly accessible.
5. **Format** - Must be clearly and directly related to a play function (for example, areas of planting can count towards playspace if they clearly form part of the play experience).

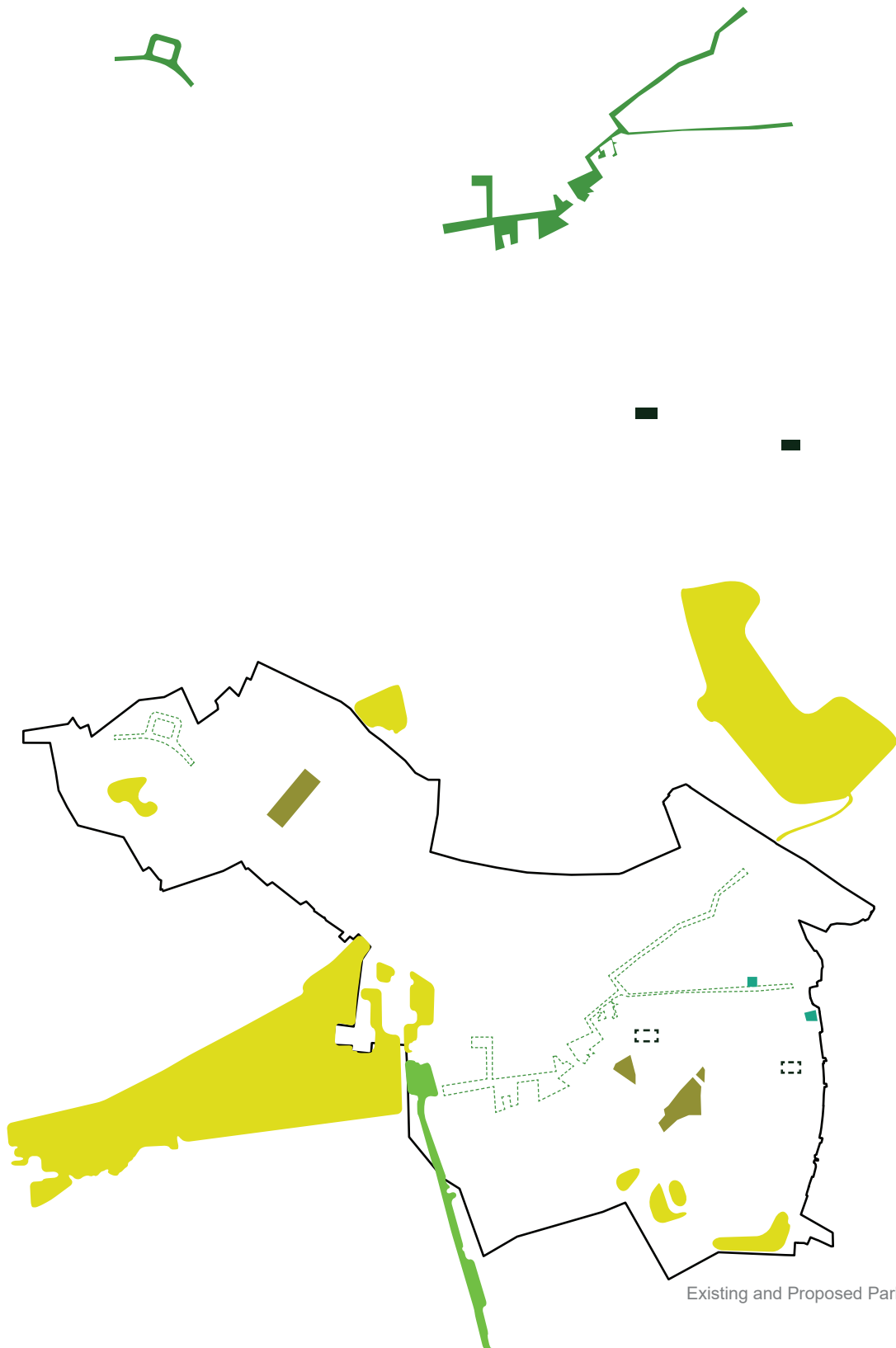


Playspace provided should meet the minimum yield for each age group arising from the development, as determined by the GLA child yield calculator.

7. **Qualities** - Play space should be integrated with landscaping design. As a minimum, the play space should contain provision for wet play, sand play, space to grow plants and food, and sufficient seating. Where provision is made for older children, this should include provision for active uses such as table tennis as well as covered seating areas/spaces in which to hang out.
8. **Rules for calculating play provision in communal areas** - Play facilities and communal open space can be designed to be intertwined, but must be counted as discrete elements (i.e. playspace and communal amenity space cannot be double counted), and must be delineated as such on a 'landscape designations plan'.
9. **Rules for calculating play provision in public open space** - Play facilities within public open space can be counted towards the playspace provision and towards the public open space, provided that the public open space is playable open space.

Parks and Recreation Strategy

We will develop a detailed “Parks and Recreation” open space strategy in consultation with local communities. This will include detailed landscaping design and public facilities that will be delivered in each new park. The sub area guidance provides more detail on how the existing and new parks will connect and achieve the ‘Greener Belt’ strategy.



Existing and Proposed Parks (Figure 17)

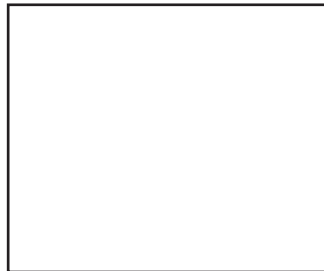
Old Kent Road Parks and Spaces

The Old Kent Road area is situated between two of Southwark’s largest parks, Burgess Park and Southwark Park. Cycleway 10, passes through Bridgehouse Meadows in the neighbouring borough of Lewisham. Within the Opportunity Area there are a number of smaller neighbourhood parks which provide space for relaxing, play and nature. These provide 15ha of open space. Recent open space designations for Pat Hickson Gardens, Northfield House Wildflower Meadow and extensions to Salisbury Row Park and Caroline Gardens result in an additional 1ha.

Existing

Proposed

Linear Parks



Surrey Canal Park
(4.05 ha)



Bricklayers Arms
(XX ha)



Verney Road
(XX ha)

Pocket Parks



Bramcote Park*
(0.18 ha)



Pat Hickson Gardens
(0.09 ha)



Northfield House
(ha)



Sandgate Street
(0.09 ha)



* Bramcote Park will be redesigned

Parks



Burgess Park
(47.47 ha)



Bermondsey Spa Gardens
(1.96 ha)

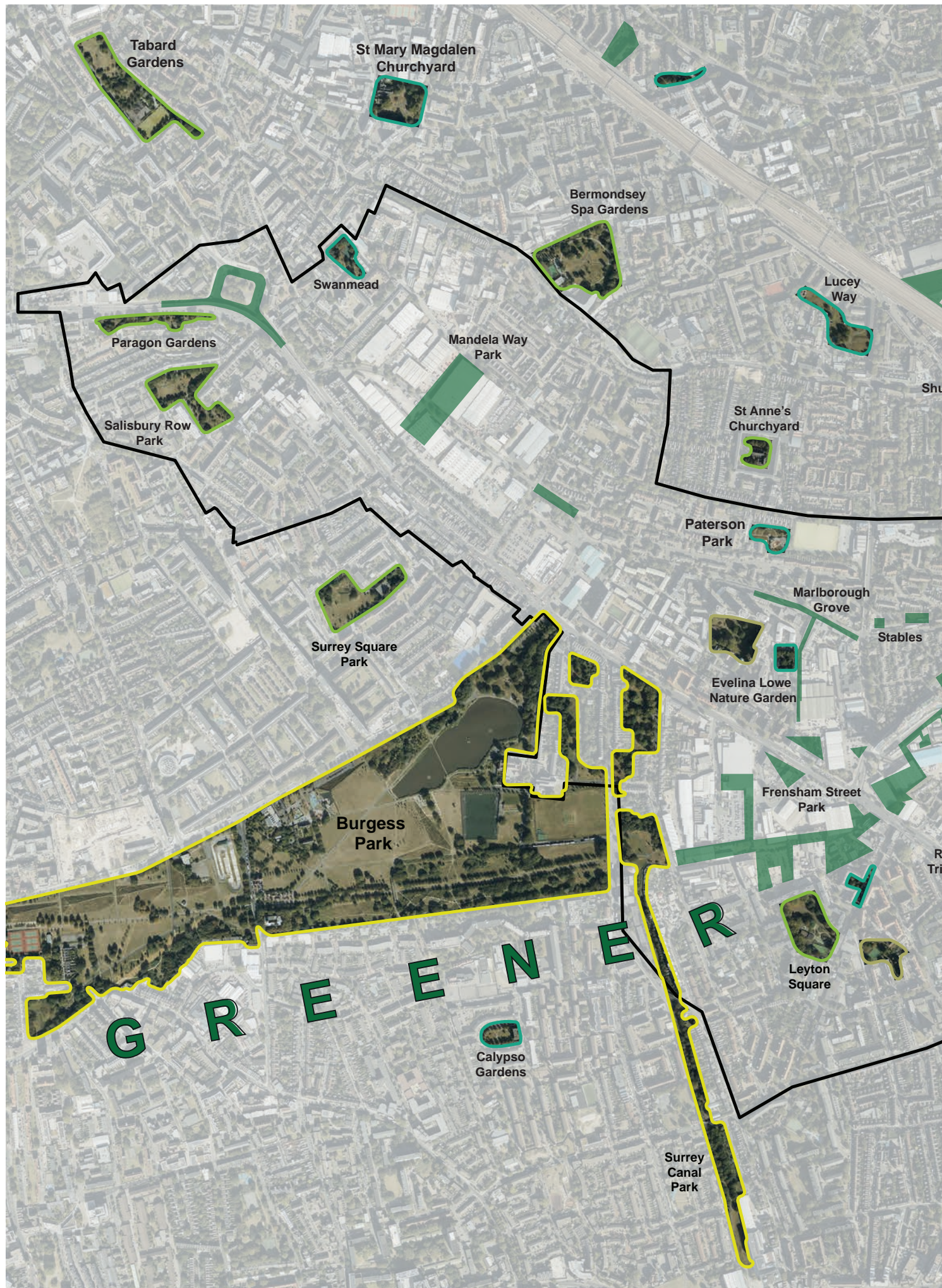


Mandela Way
(1.45 ha)

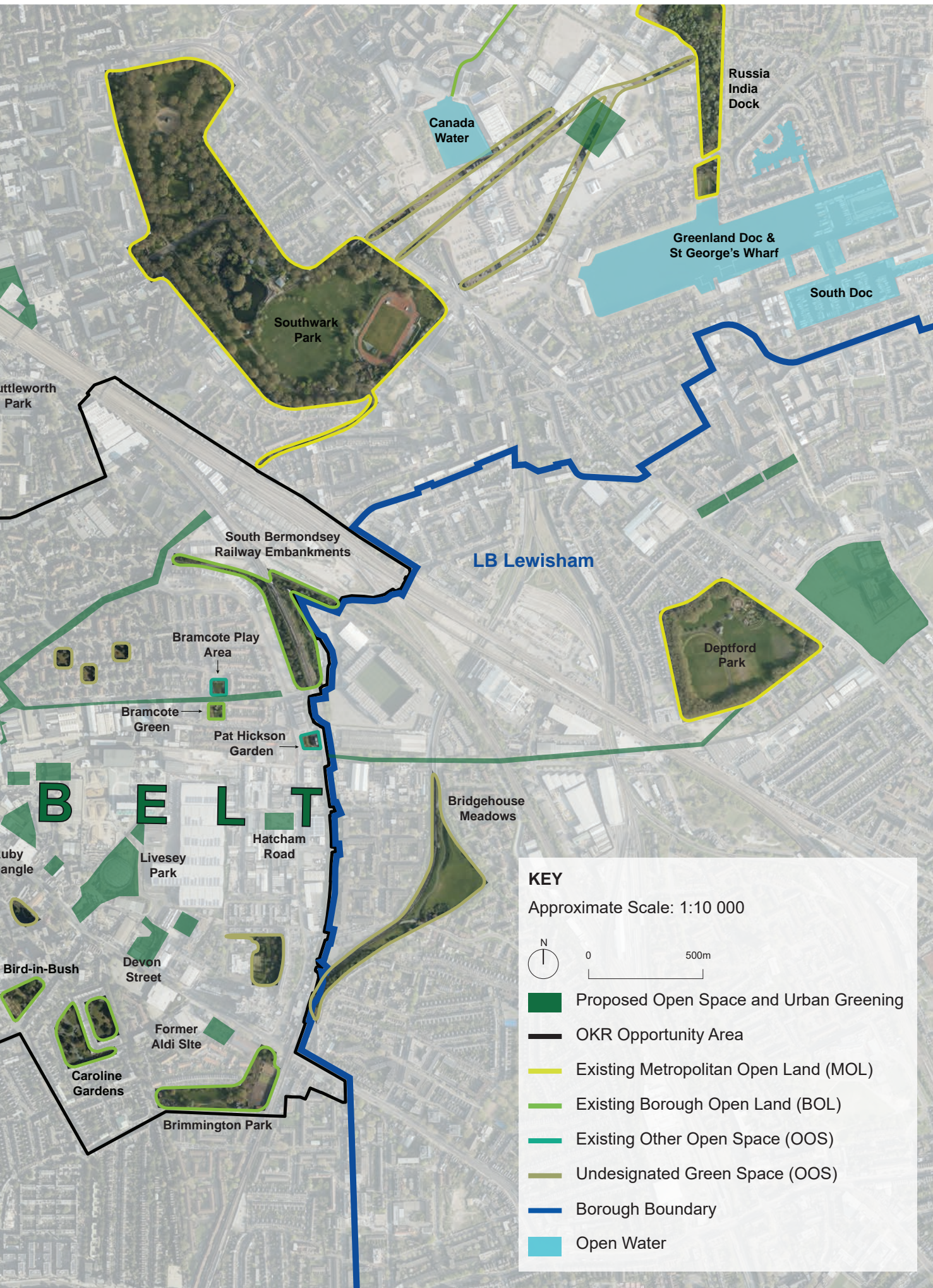


Livesey Park
(1.37 ha)





Parks, Streets and Open Spaces - The Greener Belt (Figure 18)



AAP 10: Tall Buildings Strategy - The Stations and The Crossings

Strategy

We will ensure tall buildings are located in the right places to make significant contributions to economic growth and the regeneration of the Old Kent Road area while delivering considerable benefits to our residents such as new affordable and market homes, jobs and community facilities.

The 'Stations and Crossings' strategy identifies where tall buildings will be located and what height they will be to ensure a coherent, legible and well-articulated townscape and skyline that conserves or enhances the setting of heritage assets and preserves designated London View Management Framework (LVMF) Views and Borough Views. Three tiers of tall buildings are proposed. Tier One are the tallest at over 20 storeys, Tier Two are 16 to 20 storeys, and Tier Three are up to and including 15 storeys. Their respective locations are shown in Figure 19 and in the sub area guidance.

Sites that are not identified as locations for tall buildings will generally comprise podium and perimeter blocks, defining streets and mediating the transition in scale to the edge of the masterplan with shoulder heights of 4 to 11 storeys, as set out in the sub area guidance.

Tier One buildings (21 or more storeys) will landmark the locations of the two new Bakerloo lines stations and locations of borough wide townscape importance comprising the two principal Old Kent Road "crossings", where the main roads from Peckham to Canada Water and from Walworth to Bermondsey cross the Old Kent Road. Tier One buildings will similarly be located on the Ilderton Road at the "crossings" of the borough boundary with Lewisham, where they will mediate the increase in scale to the New Bermondsey scheme.

Tier Two tall buildings (between 16 and 20 storeys) will landmark places of local importance to help define their character and assist wayfinding between neighbourhoods. This will include secondary "crossings" along the Old Kent Road and adjacent to new park spaces including the north side of Surrey Canal Park, and Livesey Park (as identified in the 'Greener Belt' Strategy, AAP9).

Tier Three tall buildings (up to and including 15 storeys) will act as landmarks within neighbourhoods. They will be located at appropriate corners and junctions, or will landmark uses of civic importance. Tier Three tall buildings are shown as predominantly being set within a tower and podium building typology with the lower podium blocks enclosing streets and open spaces. Adjacent to Mandela Way Park, they will provide commensurate enclosure to this open space without breaching protected LVMF and Borough Views. To the south side of the Surrey Canal Park they offer definition to the open space without causing harmful overshadowing.

The exact height and detailed design of the tall buildings delivered within the parameters of the Three Tier tall building strategy will need to be considered in the context of their compositional relationship with adjacent consented and built tall buildings to ensure their cumulative impact on townscape, the skyline and heritage assets is a positive one.

Planning applications

Development must:

1. Deliver the Three Tier 'Stations and Crossings' tall building strategy, in accordance with the pattern of development outlined in Figure 19 and in the sub area tall building guidance; and
2. Carefully consider the impact of tall buildings in long, mid-range and immediate views including their compositional relationship to existing and consented tall buildings on neighbouring sites, and on protected LVMF and Borough Views to make sure they make a positive contribution to the townscape and skyline and conserve or enhance heritage assets and their settings; and
3. Provide digital models and 1:500 scale physical models of all tall building schemes at pre application and application stages in order to inform the above assessment; and
4. Deliver the aspirations of the masterplan and sub area guidance in respect of the interface between the ground floor layout and uses of tall buildings and the network streets and open spaces in which they are planned to be located; and

5. Be of exemplary residential quality where new homes are provided, including having well designed flat layouts and making provision for private and communal amenity space and play space; and
6. Demonstrate that they make significant contribution to the regeneration of the area including the delivery our vision for a family friendly Old Kent Road; and
7. Carefully consider environmental impacts, including cumulative wind, microclimate, and overshadowing effects.

Reasons

Tall buildings will enable the retention and growth of workspace and retail uses while delivering new affordable and market homes, and community facilities. Tall buildings also free up space at ground level for parks and open spaces and will help to deliver a revitalised high street. They will unlock development potential near to and above the new Bakerloo Line Extension (BLE) stations, helping to secure the BLE's delivery and setting the pace for future change.

The greatest capacity for delivering new homes identified within the Southwark Plan is in the Old Kent Road Opportunity Area. A significant part of this capacity is derived from the tall buildings identified in this strategy because they enable the development potential of highly accessible sites to be optimised, as identified in the Southwark Plan site allocations. Tall buildings also enable the delivery of the AAP's strategy for the co-location of residential and workspace uses through the retention and expansion of business workspace on the lower floors of tall building developments, helping to deliver the AAP's homes and jobs targets.

Because tall buildings accommodate more people on less land, it is important to ensure that they provide the highest quality of living environments, including well designed flat layouts, private and communal open space, play space and convenient access to parks, schools, workplaces, public transport services and other facilities.

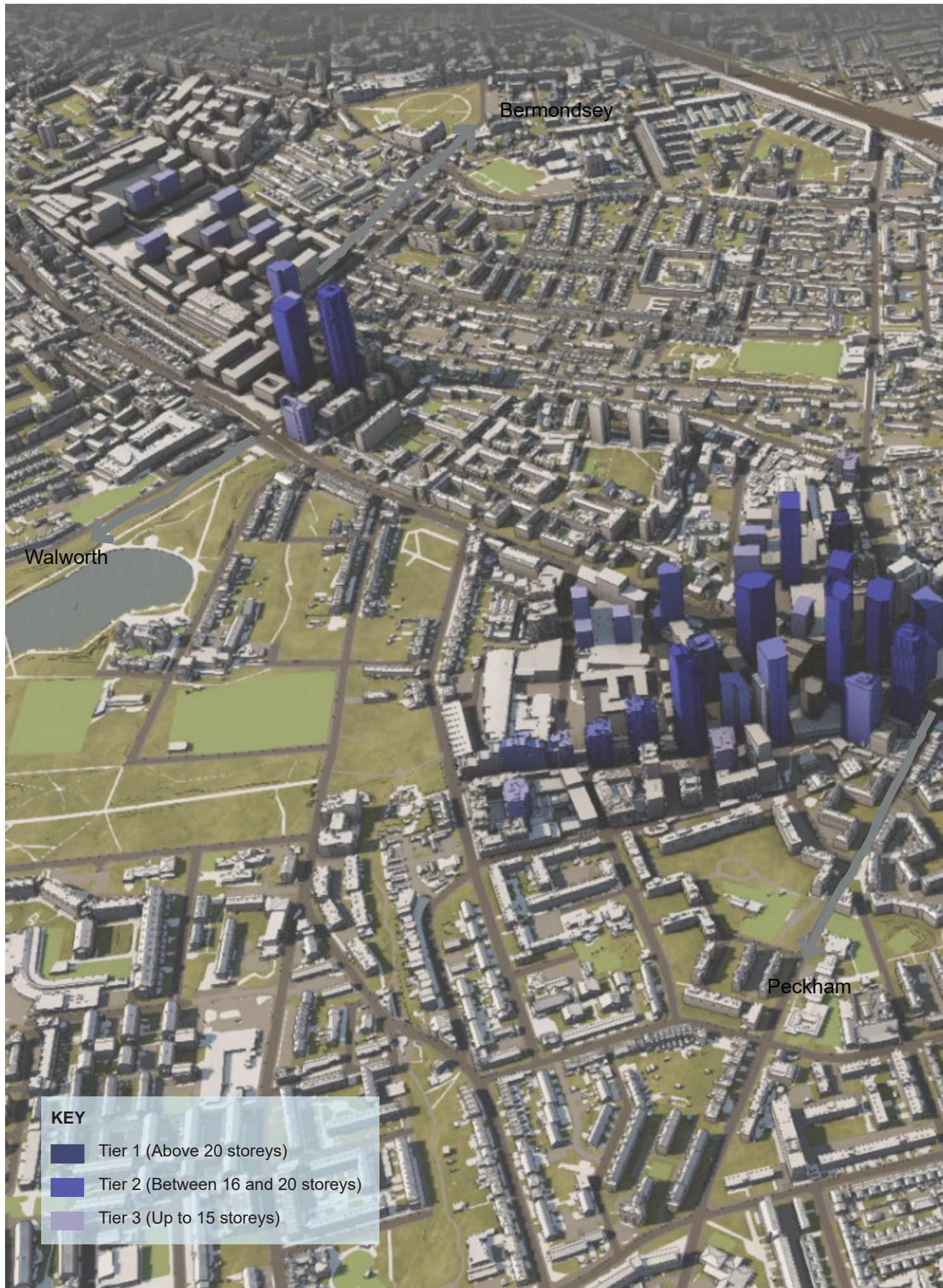
The Three Tier 'Stations and Crossings' tall buildings strategy will ensure that tall buildings are delivered in locations and at heights that respond to their wider townscape setting and planned future transport accessibility. The protected Borough Views from One Tree Hill and Nunhead Cemetery to St Paul's Cathedral pass across the AAP area, as does the background assessment area of the view from the Serpentine Bridge to the Palace of Westminster. Tall buildings have been located so that they preserve these views. The strategy will deliver an appropriate transition in height from the lower scaled surrounding neighbourhoods to the tallest Tier 1 buildings located at the "stations and crossings". The podium and perimeter blocks at the base of the tall buildings will provide a human scaled shoulder height to frame streets and public spaces.

This will ensure that tall buildings:

- Make a positive contribution to the townscape and skyline; and
- Preserve protected LVMF Views and Borough Views, as set out in Southwark Plan Policy P22; and
- Conserve or enhance the setting of conservation areas and listed buildings; and
- Conserve and enhance the significance of the designated and non-designated heritage assets listed in Southwark Plan Policy P21 and their settings.

We will require the submission of 3D digital models and 1:500 physical models with pre-application enquiries and planning applications to better understand and assess the impact of proposals and to help facilitate public engagement.

In preparing planning applications for tall buildings, developers will be expected to follow the Council's Development Consultation Charter (DCC). The Early Engagement Strategy (EES) and Engagement Summary (ES) offer the opportunity to make the case for the regeneration benefits that tall buildings will deliver, including their contribution to creating a family friendly Old Kent Road through for instance the provision of family housing, of open space and play space, and of community provision including sports and cultural uses.





AAP 11: Character and Heritage

Strategy

The Old Kent Road area is characterised by large warehouses, commercial floorspace, car parks and industrial buildings. The Old Kent Road area is already undergoing significant change as we create new neighbourhoods, streets, parks and squares. Development will be designed to carefully integrate into existing neighbourhoods and ensure that the area's local heritage assets are conserved.

Change will be influenced by old and new, reusing some of the existing industrial buildings and reinstating building frontages back on the high street. Developments will incorporate historic features that celebrate the area's local character and distinctiveness. We will retain locally listed heritage assets, and buildings and features of townscape merit which are identified in the sub area plans and guidance, incorporating them into the design of new developments. We will preserve and repurpose the Grade II listed gasholder No.13 into a feature within a new park and explore its use as an outdoor lido and bring the Grade II listed statue of Sir George Livesey back into public view in the newly created Livesey Park. We will use the development management process to enhance the character of conservation areas, for example by securing the reinstatement of features such as timber sash windows, chimneys, parapets and historic shop fronts.

Planning Applications

Development must:

1. Conserve or enhance conservation areas and listed buildings and their settings, by requiring the retention and reuse of buildings and features that add character as set out in the sub area guidance; and
2. Conserve and enhance the significance of the designated and non-designated heritage assets listed in Southwark Plan Policy P21 and their settings, which includes the unlisted buildings of townscape merit identified in the sub-area guidance; and
3. Preserve and where possible enhance the Borough Views from One Tree Hill and Nunhead Cemetery, ensuring that the ability of the viewer to 'recognise and appreciate' the Strategic Landmarks in these views is maintained and avoiding 'canyoning'; and
4. Conserve the significance of sites of archaeological interest and make the results of such archaeological work publicly accessible. Particularly those relevant to the course of roman watling street or significant prehistoric sites.

Reasons

The Old Kent Road follows the course of Roman Watling Street. This road, its connections to the Kent ports and north to the crossing of the River Thames defines the historic and modern layout of Southwark which is a consequence of Roman imperial ambitions for Britain. The route of Watling Street remained part of a pattern of movement across southern England in the early medieval period and was used in the re-establishment of a network of urban sites founded from the 10th century. During the medieval period the road became famous as a pilgrimage route from Southwark to the shrine of St Thomas Becket in Canterbury. Until the early 19th century the character of the road was rural, with open farmland to either side over much of the length of the road in Southwark. Housing development and later large scale industry followed with the construction of canals and railways, possible due to the open land at this time. This framework of development has provided the character we now see, of large footprint buildings with pockets of domestic housing and larger areas of estates and early phases of housing surviving in discrete locations.

The Old Kent Road area's heritage and character make the area distinctive and unique. These features add richness and help define how our residents feel about the area they live in. Some of our residents may have lived here all their lives and witnessed how the Old Kent Road area has already changed over past decades. Many will feel an attachment and connection to the area. We want to ensure the sense of community and important heritage of the Old Kent Road area is preserved as it undergoes significant change.

Much of the Opportunity Area is currently characterised by large buildings and sites that are impenetrable to pedestrians and cyclists, and which in many cases are hard to navigate. The new neighbourhoods present an opportunity to improve the area with new resilient block structures that provide streets which make it easy to move around. The retention and reuse of buildings of architectural or historic interest and buildings and features

of townscape merit protect and enhance heritage by retaining features that positively contribute to the area and integrate them with the new development.

An industrial heritage audit has been completed, providing a historic assessment into the industrial and residential history of Old Kent Road and its surrounding neighbourhoods. This contributed to the adoption of five new conservation areas, in addition to the extension of three existing conservation areas. The area's rich social and industrial heritage is evidenced by the chimneys at Glengall Road (which have been incorporated into new development) and Frensham Street (which will be incorporated into the Surrey Canal Park), as well as the Grade II listed Gasholder 13 which we are proposing to repurpose as a lido and incorporate into the new Livesey Park. Some older industrial buildings like the Bottling Factory on Ossory Road or the Space Studios building on Bianca Road lend themselves to reuse as flexible workspace and these have been retained and refurbished.

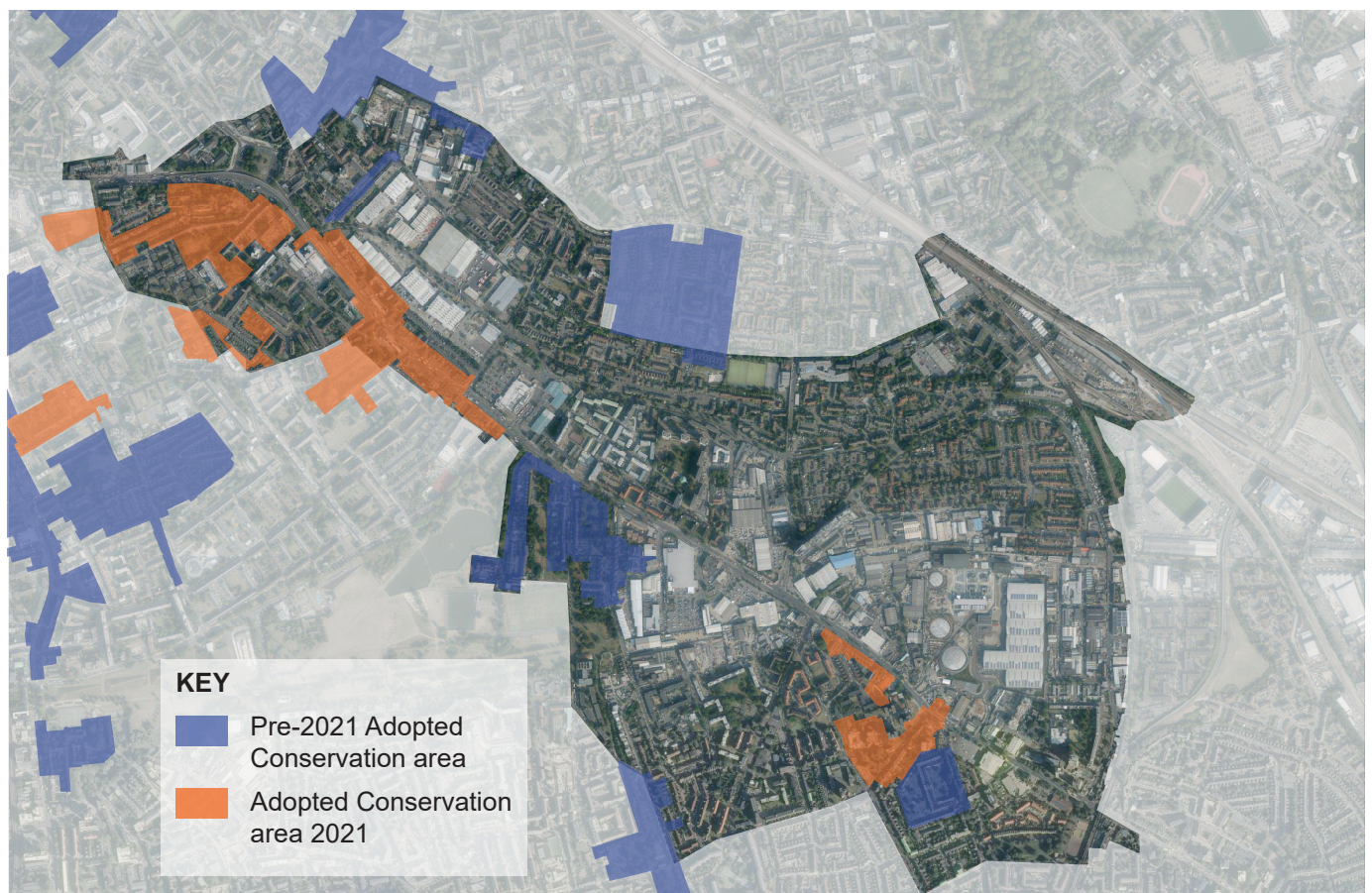
Borough Views are significant views and panoramas that make a positive contribution to experiencing Southwark's environment within London, informing how we are located in an historic and important world city. It is therefore important that all development preserves, and where possible enhances, these views and panoramas across the borough and central London as a whole.

Archaeology is a finite and irreplaceable resource. The archaeology of the Old Kent Road area is covered by a borough designated Archaeological Priority Area (APA) APA1 Northern Southwark and Roman Roads. The APA has the potential to contain features associated with the former route of 'Watling Street', the major Roman road between London and Canterbury. The London to Lewes Road follows the route of a secondary Roman road running south towards Lewes.

DEFINITIONS

Local List - Buildings and structures that positively contribute to local character and amenity.

Buildings and Features of Townscape Merit - Buildings and features which have not been adopted under the local list, which are considered to be of architectural, townscape or historic merit.



Conservation Area Map (Figure 20)

AAP 12: Design

Strategy

We will insist on high quality design to ensure new buildings and places make a positive and sustainable contribution to the Old Kent Road area. This will enable the creation of vibrant, attractive, healthy, safe and distinguished places where people want to live, work and visit. New development will follow the masterplan and detailed design guidance in the sub areas which considers how the existing character, grain and context, the local distinctiveness and industrial heritage of the Old Kent Road area will be conserved and enhanced. New development will respond to the existing and emerging character and context in accordance with the masterplan, and be constructed in high quality durable materials. We will provide mixed-use urban blocks which incorporate features such as working courtyards, podium spaces, civic squares and pocket parks that enable improved permeability and enhanced frontages in the streetscape. This should ensure the design of new development is reflective of the existing and emerging character of the Old Kent Road area. We will carefully monitor 'approval of detail' applications to ensure high quality finishes and apply the lessons learnt, through the delivery of the plan to date, to establish good practice principles for achieving successful industrial/residential co-location.

Planning Applications

Development must:

1. Materials

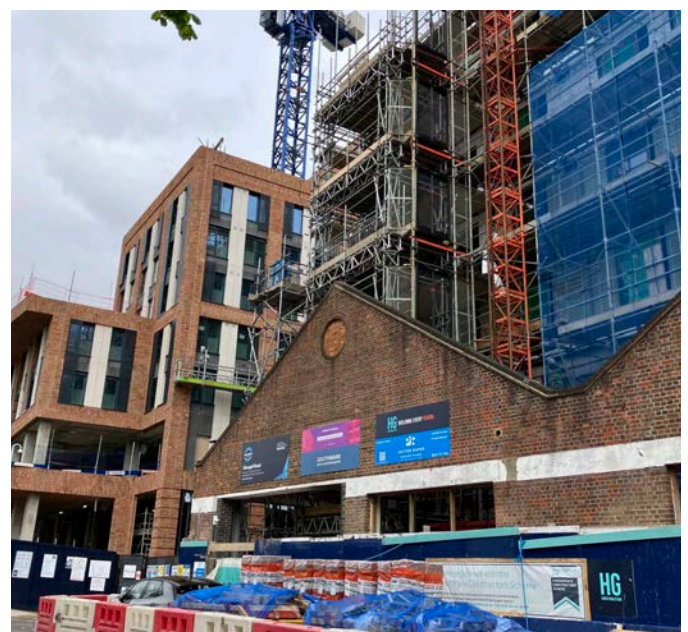
- 1.1. Use high quality, durable building materials that contribute to a sense of quality and place. The predominant use of brick or similar materials is strongly encouraged as this is the dominant material used in existing and consented schemes within the opportunity area. The use of brick creates a robust local character that embeds new development within the area's industrial heritage. Developments should consider the existing context for inspiration, including types of bricks and floor surfaces, and explore the potential to re-use existing materials within new buildings and landscaping. The use of materials associated with industrial use such as natural coloured metals and concrete which can be used as framing devices to window and door openings, or as an expression of the structure of the building. Facades should be designed with a depth of detailing that provides visual interest. Typical window and door opening bay details should generally have reveals of a full brick depth (215mm).

Mechanical Servicing and Ventilation

- 1.2. Mechanical servicing and ventilation should be considered at an early stage to avoid any later utilitarian additions to the façade that will detract from design quality. This is particularly the case for student housing where the need for ventilation outlets in external facades are more frequent. But it also needs to be considered as part of the requirement to provide heating and cooling fit-outs to co-located Industrial uses.



Glengall Road Chimney



43 Glengall Road

2. Building Typologies

- 2.1. Meet the design requirements of the building typologies set out in the sub area guidance including service access/provision and floor to ceiling heights for commercial uses. Some key principles to be considered include:

Industrial Mixed Use - Vertical Co-Location

- 2.2. Provide adequate separation between industrial and residential uses by designing podium spaces, residential entrances and domestic windows away from servicing areas.
- 2.3. Create welcoming residential entrances which are identifiable in the streetscape.
- 2.4. The industrial element of the scheme should be designed with appropriate floor loadings, and where multi-storey provision is proposed a goods lift should be provided of sufficient dimension and lifting capacity to support the proposed use.
- 2.5. The goods lift should be easily accessible from the associated servicing area.
- 2.6. Larger multi-storey industrial uses may require more than one lift (the associated impact of this extra requirement on the service charge should be considered).
- 2.7. The siting of lift and access cores within the industrial elements of the scheme should maximise the potential for the industrial use to be subdivided into smaller units. This will maximise the flexibility of the units and ensure their long term commercial viability.
- 2.8. Rationalise upper level residential layouts, for example by vertically stacking kitchens and bathrooms, to minimise the number of risers and fallers which are being routed through the ceilings of commercial uses at lower floor levels.

Standalone Stacked Industrial

- 2.9. The design of the standalone industrial units should take inspiration from existing built forms and characters which are often industrial utilitarian in their massing, materiality and articulation.
- 2.10. Avoid reliance on applied detailing to sufficiently modulate building massing. Rather this should be done through expressing structural elements, lift, stair and circulation cores or the different types of uses in the building (i.e. office floorspace). The introduction of glazing or frosted glazing gives the perception of activity and can give a sense of verticality or horizontality as appropriate when responding to context.



xxxxxb



227 Ilderton Road

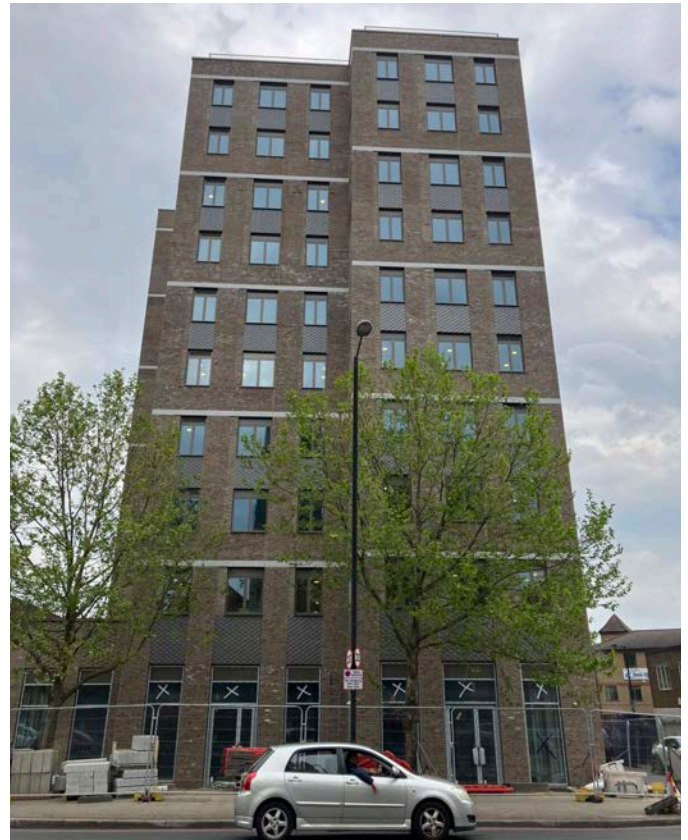
- 2.11. Provide windows into work opportunities, avoiding blank facades.
- 2.12. Ensure the functionality and adaptability of floorplans, providing flexibility over time.
- 2.13. Consider materiality which is appropriate for the existing and emerging context. Brick elevations should be provided on key frontages or used on the ground floor. The use of high quality cladding panels could be deemed acceptable on other elevations. This will be subject to the detailing of the panel fixings and junctions between the panels and other façade materials, all of which will be expected to be agreed in advance of the granting of planning permission.

High Street

- 2.14. Respond to the high street character of the Old Kent Road in terms of rhythm and proportion and scale of traditional shop front openings.
- 2.15. There should be an overall vertical architectural expression to the buildings fronting the high street expressed by the proportions of shop and upper floor window openings and in the articulation of the bay structure of the elevations. This should comprise features that extend from the ground floor to the top of the building unifying rather than visually separating upper and lower floors.
- 2.16. Buildings may be more varied in materiality at ground floor with framed openings to new retail, residential and entertainment uses that could include intricate detailing to establish a new town centre character and identity.

Connecting Communities

- 2.17. The design of schemes, particularly at ground, should foster a positive relationship with existing residential and business communities, providing benefits for existing local residents. Which could include improving routes and infrastructure, as well as the provision of additional communal spaces that directly relate to open spaces.



Tribe Student Housing



Daisy Business Park

Reasons

The Old Kent Road area's built environment reflects different periods of design and development embodied within varying building typologies. Businesses and retail can range from high street retail to retail parks and industrial estates. Layered over this, is the area's industrial infrastructure such as the canals and railway. Residential properties in the area can be found within suburban cul-de-sacs, Victorian terraced streets, mansion blocks and housing estates.

The area represents a patchwork of varying urban grains and starkly different characters. Older parts of the area tend to exhibit a finer and tighter urban grain. At the other end of the scale, the area also has large swathes of much coarser and bulkier development. The more modern industrial buildings and out-of-centre style retail units exhibit

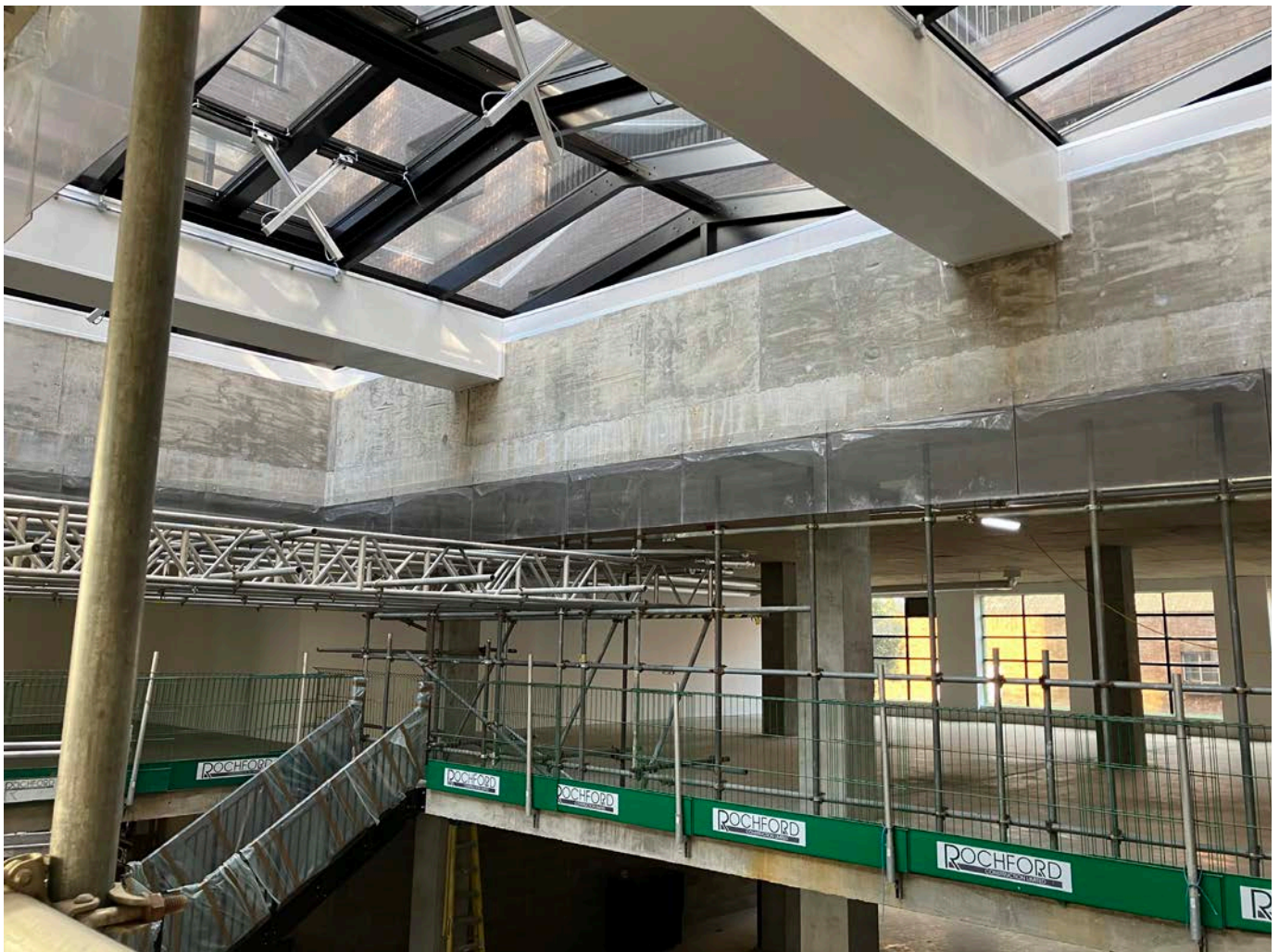
these characteristics, for example around the junction of Old Kent Road and Rotherhithe New Road. These areas lack pedestrian permeability and limit access to the high street from existing residential and business communities.

New developments will reinforce street frontages, removing large areas of parking and instead having a positive relationship with the public realm. As set out in the sub area guidance, by designing lower floors to directly relate to the street, creating a positive pedestrian experience that connects communities.

Materials for new buildings and places will respond to the existing local materials, character and heritage, so that the Old Kent Road area retains and evolves its own strong sense of place, character and identity. Many of the as found materials in the Old Kent Road area are utilitarian, and we want to encourage the use of those materials in new developments which should avoid them appearing generic and placeless. The reuse of materials from redevelopment sites, including road and footway finishes is also encouraged.

A key element of the plan comprises the co-location of residential uses with industrial workspace uses at a relatively high density. In promoting mixed-use development it is important that both the residential and commercial/industrial uses can function efficiently and effectively. Our aim is to ensure that all new homes in co-located schemes are of an excellent standard of accommodation that will contribute to creating healthy and safe places where people of all ages want to live and can thrive. We also want to ensure that all commercial units in co-located schemes have adequate vehicle servicing and goods lift provision, with all parts of the commercial floor space having easy access to the servicing areas. This should ensure that the routes from service bays to the goods lifts are direct and can accommodate the transfer of standard pallet sized loads.

Schemes will be designed for the diverse communities in Southwark and to ensure accessibility, inclusivity and interaction, regardless of disability, age or gender, and allow all to participate equally, confidently and independently in everyday activities.



180 Ilderton Road Sky Light

AAP 13: Climate Emergency

Strategy

We are committed to tackling the Climate Emergency. To do this, we are taking action on how we approach development and movement. All development will minimise carbon emissions and major developments will achieve net zero emissions.

Major development

In line with Southwark Plan Policy P70 'Energy', all major development must be net zero. All major development will reduce carbon emissions in line with the energy hierarchy. We will reduce carbon emissions to net zero by ensuring new development achieves the highest on site performance. We require high environmental building standards and generation of heat and hot water from low or zero carbon sources. Gas boilers, which are on the bottom rung of the energy hierarchy in Policy P70, will only be used in exceptional circumstances as an interim solution before a low carbon district heating solution is implemented in the Old Kent Road area. Energy consumption will be reduced so new residents and businesses will have lower energy bills.

District Heating Network (DHN)

All major developments will be required to connect to or enable future connection to a DHN, where feasible. In partnership with Veolia, the Council is proposing to deliver a low-carbon district heating network in the Old Kent Road area. The DHN will use energy from non-recyclable waste incinerated at the South East London Combined Heat and Power (SELCHP) energy recovery facility to provide heat and hot water to approximately 3,000 existing homes and to new developments in the Old Kent Road Opportunity Area.

In order to streamline the planning process, the Council has introduced a Local Development Order (LDO) which grants planning permission for the construction of underground pipes and infrastructure needed for the operation of the DHN.

Retrofitting

We will support the retrofitting of existing homes and buildings to reduce carbon emissions. This will help to reduce carbon emissions and energy bills for existing residents and businesses. We will support this by using funding from the carbon offset fund (our Green Building Fund).

Movement

As set out in AAP 8 "Movement" we will ensure that walking, cycling, wheeling and public transport will be the first choice for movement in the Old Kent Road Opportunity Area. This approach allows us to tackle the challenges we face, in particular the impact of carbon emissions from vehicles.

As the Old Kent Road (A2) is a strategic road that services central London, we will consistently see vehicular traffic using it, so we will work closely with the Mayor and Transport for London to reduce air pollution and carbon emissions.

Traffic movements must be reduced to meet our ambition to achieve carbon neutrality. We will create and improve safe and accessible walking and cycling routes and these will become the first choice for moving around the area. Our new walkable neighbourhoods will benefit from the new parks and spaces in the 'Greener Belt' and new developments that will be car free.

We will support the transition to less polluting and low carbon vehicles, such as electric vehicles, especially those vehicles that are using our streets the most, such as commercial vehicles. We know that businesses need to have a reliable source of fuel (or electricity) for the convenience and security of operation. We are actively supporting this transition by encouraging new typologies such as the stacked logistics hub at Mandela Way; this facility, which principally acts as a last mile logistics hub, which will promote the consolidation of freight and deliveries, the electrification of vehicle fleets and transportation by cargo and quadricycle.

Infrastructure

We will continue to work with infrastructure providers to ensure the required infrastructure is delivered to support the transition to net zero carbon, including the delivery of the DHN and the provision of rooftop photovoltaics and direct current microgrids, Electric Vehicle Charging Points (EVCPs). The Old Kent Road area has significant gas infrastructure and reliance on it as a source of heating should be reduced as we transition to net zero carbon development.

Planning Applications

Development must:

1. Major development should prioritise connection to the DHN in line with Southwark Plan Policy P70 'Energy'; and
2. Facilitate the construction and expansion of a District Heating Network through:
 - 2.1. Incorporating a communal low temperature heating system; and
 - 2.2. Designing heating services and DHN connections in accordance with the London Heat Network Manual and CIBSE CP1 (2020) (or their successors); and
 - 2.3. Providing for a point of connection from the highway to a plant room with space to accommodate DHN connection equipment; and
 - 2.4. Connecting to the DHN where feasible; and
 - 2.5. Where connection is not currently available, future proofing the design of the development so that it is capable of connecting to DHN; and
 - 2.6. Generating heat and hot water through an alternative low or zero carbon solution in line with the Decentralised Energy Hierarchy if the DHN is not available at the point when heat and hot water are required. Temporary gas boilers will be allowed where there is certainty that a DHN will be constructed; and
 - 2.7. Enabling easements to allow pipework for DHN to cross land in private ownership; and
3. Be designed using sustainable design principles from the outset so that carbon emissions are reduced to achieve a net zero carbon target, and be pleasant and healthy to live in or use. This must include the use of high performing building fabric that reduces energy demand and uses low or net zero carbon heat and electricity sources, such as the SELCHP DHN.

Reasons

We need new development to help us tackle the Climate Emergency. Taking action now means we are responsibly safeguarding the future for future generations. In the short term the benefits to our residents are cheaper energy bills and safe, dry and warm homes. New development needs to mitigate and adapt to climate change and global warming, and reduce carbon emissions.

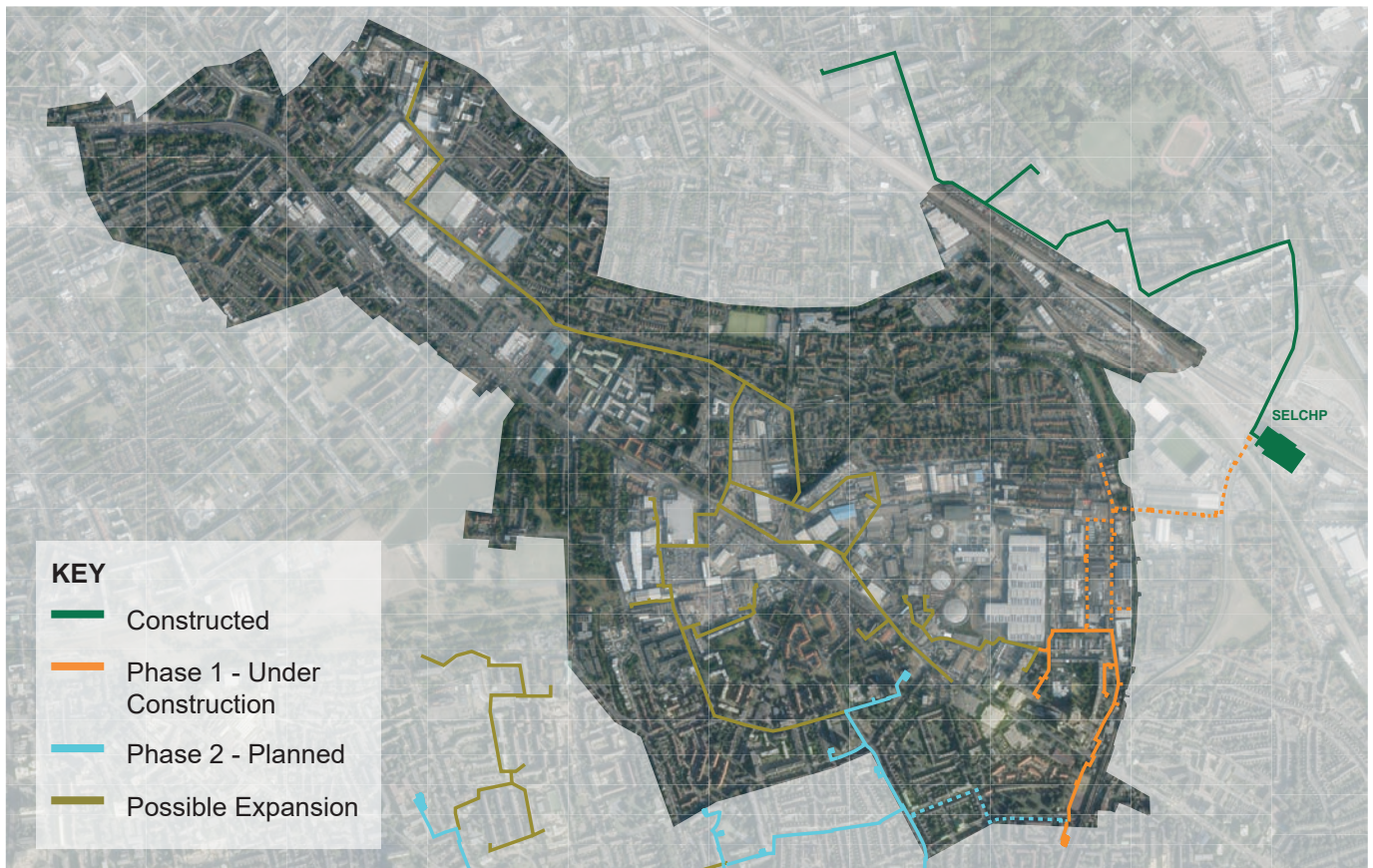
We also need development to mitigate against the impacts of the Climate Emergency, including rising temperatures and extreme weather events. Hence, we require high standards of environment design to ensure an effective system of heating and cooling to respond to these changes without generating operational carbon.

In 2013, the Council connected around 2,700 homes to the SELCHP heat from waste plant in Lewisham. SELCHP is an energy recovery facility which processes over 430,000 tonnes of municipal waste per year. This mixed municipal waste is used as the main source of fuel and the energy is exported as both electricity to the grid and heat to homes and businesses within Southwark. Because the energy from SELCHP has a very low carbon content, the DHN has saved approximately 7,700t of CO₂ per year since its construction.

We are proposing to extend the network to around 2,000 existing homes in the Opportunity Area as well as new developments. We have estimated that this will save around 90% of the carbon emissions generated through provision of heating and hot water. The more developments that connect to DHN, the more efficient and cost effective it will be to provide heat and hot water and reduce emissions. We expect construction of the DHN to commence in summer 2024, with phase 1 between SELCHP and the Brimington Estate boiler house completed by autumn 2025.

Southwark is participating in the Government Funded Advanced Zoning Programme (AZP) which is looking for strategic opportunities for heat networks across the borough. This is likely to explore the expansion of the DHN south of the Old Kent Road towards the hospital complex at Kings and Maudsley.

Although 79% of emissions are generated by buildings, a significant proportion is generated by transportation. Through the AAP as well as the Council Plan we are using a range of measures to reduce emissions generated by transport. These include delivering car free development and proposals such as the Old Kent Road Healthy Streets plan, the Rotherhithe-Peckham Cycle Route and school streets to make walking, cycling and public transport the most convenient, safe and attractive way to get around.



District Heat Network (Figure 21)



District Heat Network pipes on site at Brimington Park prior to installation

AAP 14: Water Management, Air and Noise Quality

Strategy

We will ensure development strengthens climate resilience, increases biodiversity, improves access to green spaces and promotes health and wellbeing.

We have a comprehensive strategy for managing water across the whole Opportunity Area. The Integrated Water Management Strategy (IWMS) identifies how integrated measures can help reduce sewer constraints and manage increased demand for water. We will use sustainable drainage to reduce water and sewer system stress. We will promote the use of innovative techniques to reduce surface water run off and reuse water sustainably. This will be achieved by utilising Sustainable urban Drainage Systems (SuDS) in accordance with the Southwark Plan drainage hierarchy.

We will require that new development is built to high standards, providing good quality spaces for living and working, enabling different uses including residential and industry to co-locate, and ensuring that existing businesses can continue to operate next to new neighbours.

We will also protect and improve our network of open spaces, trees and green corridors along with the use of urban greening to reduce flood risk and improve air quality.

Planning Applications

Development must:

Flood Risk

1. Ensure that surface water discharges are limited to greenfield run off rates, with 100% of attenuation provided on site (there should be a preference for green over grey features, in line with the drainage hierarchy); and
2. Investigate and deliver communal SuDS across multiple sites in accordance with the Integrated Water Management Strategy.

Noise Pollution

3. Address the impact of noise through the lifespan of development, particularly developments fronting the Old Kent Road and/or located close to other significant noise sources; and
4. Be designed in line with the Agent of Change principle to ensure that established noise, odour and other nuisance-generating uses on neighbouring sites may continue to successfully operate; and
5. Ensure buildings and sites are designed to ensure the successful operation of different land uses within the same building or site, in terms of noise, vibration, dust, light and other impacts; and
6. When completing noise surveys, ensure the correct British Standard is applied for industrial areas (BS 4142/2014) rather than residential areas; and

Air Quality

7. Utilise urban greening to improve biodiversity and air quality, choosing appropriate types and design of planting (including trees and shrubs) to provide shade and green public spaces; and
8. Respond positively to the air quality improvements required in existing and planned School Superzones and Low Emission Neighbourhoods.

Reasons

Recognising that the increase in development could be a risk to the environment, we have an ambitious strategy using environmental technology and design to make the Old Kent Road area a place of environmental excellence. Development needs to respond to global warming and the impacts this will have on residents, especially those who are more vulnerable. These measures are fundamental for helping to tackle the Climate Emergency.

Design of the public realm is also crucial in adapting to global warming – for example, development should provide shade and places of rest for residents to make spaces more accessible for all. It is also important to utilise planting of trees and shrubs, such as Yew hedging, to adapt to the effects of poor air quality. Biodiversity contributes to improved environmental quality and helps spaces to adapt to global warming by creating habitats for local wildlife.

New land uses should be compatible with neighbouring sites and avoid impacting on neighbouring businesses. Due regard should therefore be given to established noise and other nuisance-generating uses. The Agent of Change principle places the responsibility for mitigating impacts from existing noise, odour and other nuisance-generating activities or uses on the proposed new noise-sensitive development. It is therefore important that the British Standard noise assessment methodology for industrial sites (BS 4142/2014) is employed when assessing the introduction of co-located development into previously single use industrial areas.

The IWMS identifies sewer capacity constraints in the Old Kent Road Opportunity Area. The area is served by water providers located in areas classified as seriously water stressed. In response to this, measures have been taken in the Old Kent Road area to reduce water stress by using water more sensitively and efficiently, including the reuse of grey water and rainwater. SuDS, which alleviate pressures on the sewer network that may otherwise contribute to flooding problems, are the preferred measure to minimise surface water run off rates and volume.

Run-off should be reduced to Greenfield rates in accordance with the hierarchy set out in Southwark Plan Policy P68. There are secondary benefits of SuDs surrounding biodiversity, habitat protection and conservation. Green and blue infrastructure and SuDS such as green roofs, green walls, tree planting and pavement rain gardens can help improve biodiversity and water quality by removing pollutants. This cleansed water could then be re-used within the development rather than discharged into the sewer network, further reducing flood risk. This also contributes to improved air quality.

DEFINITIONS

Agent of change - The principle places the responsibility of mitigating the impact of nuisances (including noise) from existing nuisance-generating uses on proposed new development close by, thereby ensuring that residents and users of the new development are protected from nuisances, and existing uses are protected from nuisance complaints. Similarly, any new nuisance-generating development, for example a music venue, will need to put in place measures to mitigate noise impacts on existing development close by.

Greenfield Run Off Rates - The peak rate of runoff for a specific return period due to rainfall falling on a given area of vegetated land. This is the base rate that needs to be maintained after the sites redevelopment. Depending on rainfall and the ground properties, the rate will vary from site to site but is typically 2-7 litres per second per hectare (l/s/ha).

Sustainable urban Drainage Systems (SuDS) - An environmentally friendly way of dealing with surface water run off to avoid problems associated with conventional drainage practice. These problems include exacerbating flooding.

Old Kent Road Integrated Water Management Strategy (IWMS) - A comprehensive Opportunity Area-wide study that creates an integrated, sustainable vision for how water should be managed, whilst also ensuring flexibility and adaptability to support the varied phasing and delivery programmes. The IWMS sets out a clear framework for developers and stakeholders to mitigate the risks of increased pressure on water usage and sewage usage.

AAP 15: Great Start in Life - Child and Youth Provision

Strategy

The Old Kent Road area has the most ethnically diverse population in Southwark with 65% of the population being from Black, Asian or Minority Ethnic (BAME) groups and has a higher proportion of young people than the rest of the borough with nearly a quarter of the population being under the age of 20. The Old Kent Road area also has one of the highest indices of Multiple Deprivation in the Borough. With this in mind we want to give all our young people the best start in life in a safe, stable and healthy environment where they have the opportunity to develop, make choices and feel in control of their lives and future.

We commit to providing opportunities for children and young people to get involved with planning and regeneration to have a say in the future of their area. We will continue to work with existing schools, Construction Youth Trust, Southwark Works, Southwark Construction Skills Centre and Southwark Young Advisors, whilst seeking further opportunities for youth engagement.

We will provide new and improved existing indoor and outdoor, sports and play facilities. This will include working with developers to provide a new four court indoor sports hall at Ruby Triangle, developing a youth space and space for local residents and community organisations at Leyton Square and providing a space for young people to hold events and activities at 231 Old Kent Road community hub. The design of public spaces and routes in the Old Kent Road area will enable young people to move through the area independently and safely.

To enable the delivery of 10,000 new jobs in the Old Kent Road area, new nurseries and other childcare facilities will be required to support working parents. We estimate that in total an additional 300 child care spaces would be needed over the plan period.

Pupil numbers at both primary and secondary schools are currently falling in and around the Old Kent Road area. Two primary schools in the Opportunity Area, Camelot and Cobourg, will be amalgamated and the latter used for an alternative educational or meanwhile use. Over time, pupil numbers will increase as more development comes forward, and the existing school estate has the capacity to accommodate an additional 4 forms of entry. To provide additional flexibility, the Council has acquired land around Sandgate Street which could be used for new schools, secondary or primary, should the need arise.

We will seek contributions from developers to improve existing school grounds and outdoor areas for children including habitat and growing areas to encourage children to learn more about nature. As identified in the Movement (AAP8) and Greener Belt (AAP9) Strategies and the sub area masterplans we will secure the part closure of Verney Way and Marlborough Grove, located outside John Keats and Phoenix primary schools, as well as their conversion to park spaces. We will continue to provide schools which have sports, art and leisure facilities which are accessible to the local community.

We will bring a new university, an other higher and further education facilities to the Old Kent Road area, making them more accessible and visible to young people. Where universities are developing and managing their own student accommodation in the Old Kent Road area, we will encourage them to have outreach provision to local schools and colleges and shared educational facilities on site (such as at the London School of Economics development in Glengall Road).

Planning Applications

Development must:

1. Contribute to new or improved youth facilities through the provision of buildings, physical space, land or mentorship programmes; and
2. Enable the freedom of children and young people to occupy and move around the public realm independently; and
3. Contribute to the provision of new childcare places including nurseries; and Contribute to improving school grounds and outdoor areas for children including habitat and growing areas.

Development of pre-schools and schools, including the expansion of existing schools, will be permitted where:

1. They are in line with DfE Building Bulletin 103 standards and other published ESFA and Southwark guidance for good school design; and
2. Have a siting, orientation and design that as far as is practicable maximises the distance from main roads and road junctions and minimises the exposure of children and young people to air pollution; and
3. They ensure that indoor and outdoor facilities are available for community use.

Reasons

Every child has the right to live in a safe environment and we want to ensure every child has the best services that facilitate their wellbeing throughout their lives. It will be crucial that regeneration is supported by the delivery of a broad range of youth facilities, including the creation of a child and youth friendly city which supports independent mobility, safety and active and healthy lifestyles. As children grow up in the Old Kent Road area, we want to ensure they experience the best facilities for play, socialising and learning in a safe environment.

At 231 Old Kent Road the Council is providing the premises and developers are contributing to the revenue cost of running the service and the capital cost of fitting out the property. At Leyton Square the Council plans to deliver a new indoor space for young people. This will be partially funded by the Community Infrastructure Levy (CIL). At Ruby Triangle the developer is funding the delivery of the indoor sports hall through a S106 agreement. To ensure social regeneration benefits all ages, all development will be expected to contribute to youth facilities or programmes.

We expect development to provide on-site youth facilities where this is feasible in key large development sites, in consultation with the Council and the local community. Other major development sites will need to contribute by providing specific programmes for mentorship, training or jobs for young people. Where financial contributions are appropriate instead, these will be used for improving existing youth facilities or existing mentorship programmes.

We are also investing in our local schools and we want to improve school grounds which will enable the best physical environments for children to grow and learn. We want to ensure a child's lived experience in the Old Kent Road area is a positive one. This includes their journeys from home to school, to the playground, to the park and to the town centres. With excellent school design and outdoor play we want the Old Kent Road area to become the place of choice for parents and carers to raise their children. Figure 22 shows the location of our current schools in the area and the potential location of new schools on land in our ownership.

Designing schools effectively is important to providing productive learning and playing environments. Sports and play space is important for children of all ages to help them develop, stay fit and have fun. Making sports facilities in schools accessible to local residents and workers can help build a sense of local community and generate income for schools. There is scope to develop intergenerational benefits from the co-location of older people's housing with pre-schools and primary schools and this is something we will explore with developers and on our own landholdings. In order to contribute to our strategy for improving air quality in and around new and expanded schools it is important that their design mitigates as far as possible pollution from traffic through siting and design. The part closure of existing roads outside John Keats and Phoenix primary schools will also reduce exposure to air pollution.

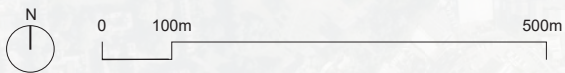
The ability of pupils, especially in primary schools, to move freely between internal teaching areas and the outdoors should be maximised in design so there is a feeling of light and air. Research has shown that freedom of movement in schools aids teaching and learning. It is essential for children and young people of all ages to spend time outside. The Government's Building Bulletin BB103 sets out the guidance for minimum area standards. It is important to meet these area standards as they are used by the Government to decide whether or not to support a free school or academy projects and give funding to a sponsor.

We will encourage the location of universities and higher and further education providers within the area, and will seek to create links between them and secondary schools and sixth forms and local businesses. The aim is to offer local children more varied educational routes, which will include apprenticeships, work experience, access to universities and to employment in a diverse local economy. This will include a requirement to support those with special educational needs. The libraries in and around the opportunity area at Peckham, Canada Water, The Blue, New Cross and the Una Marson Library on Thurlow Street provide good coverage in meeting current needs.



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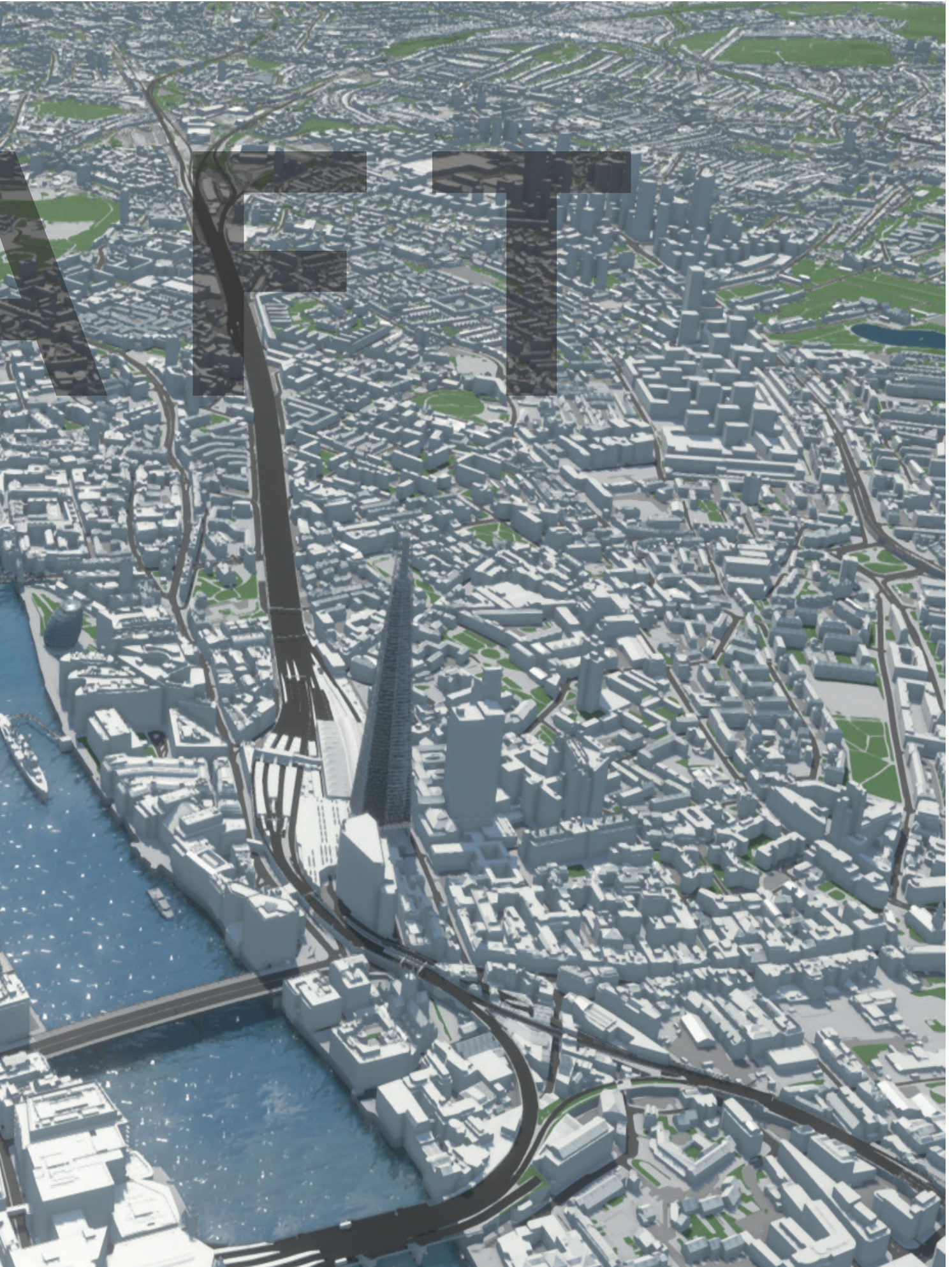
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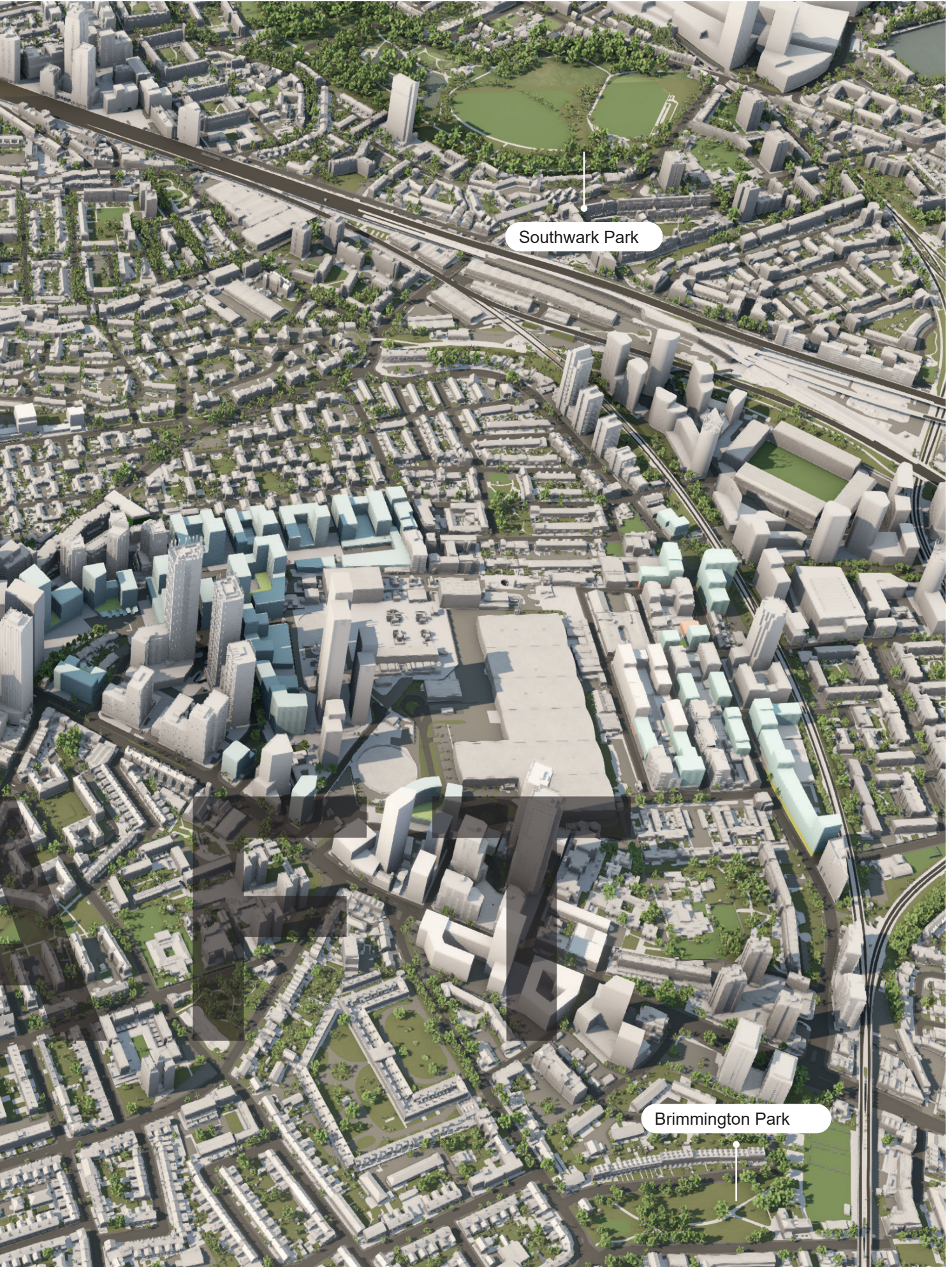
-  Borough Boundary
-  Proposed New Primary School
-  Proposed New Primary School and Secondary School
-  4 Court Indoor Sports Hall
-  Options for Health Hall



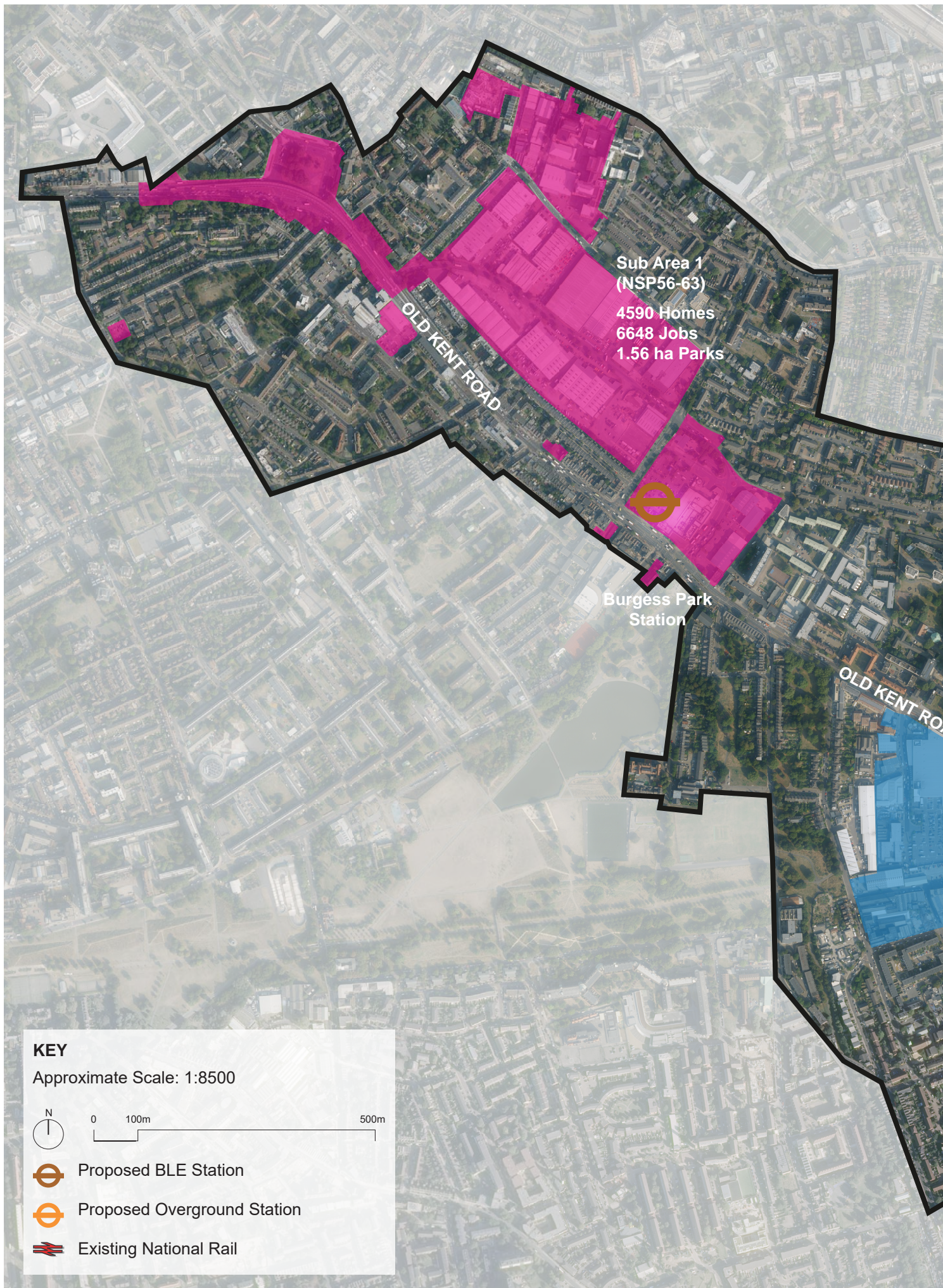


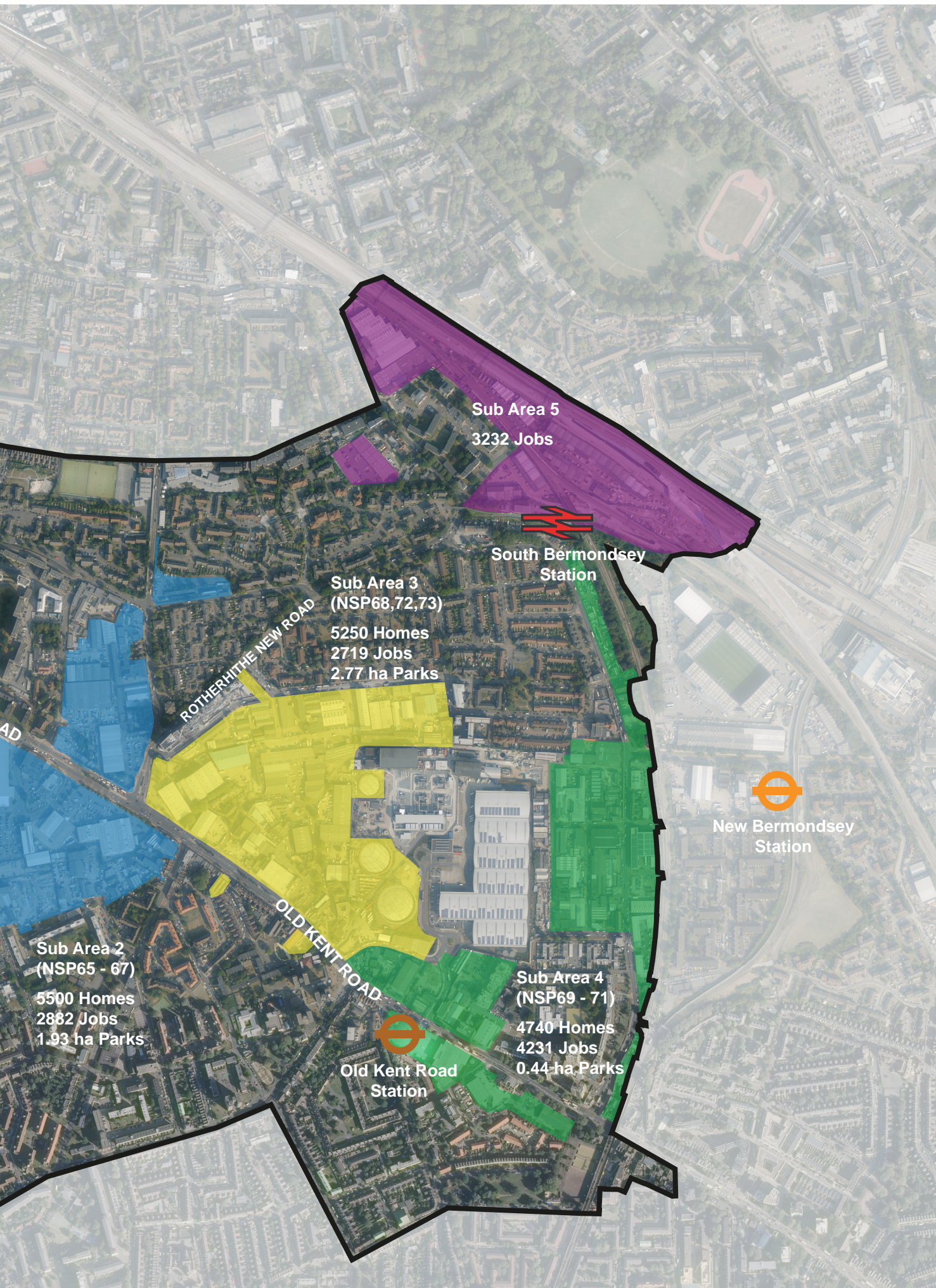






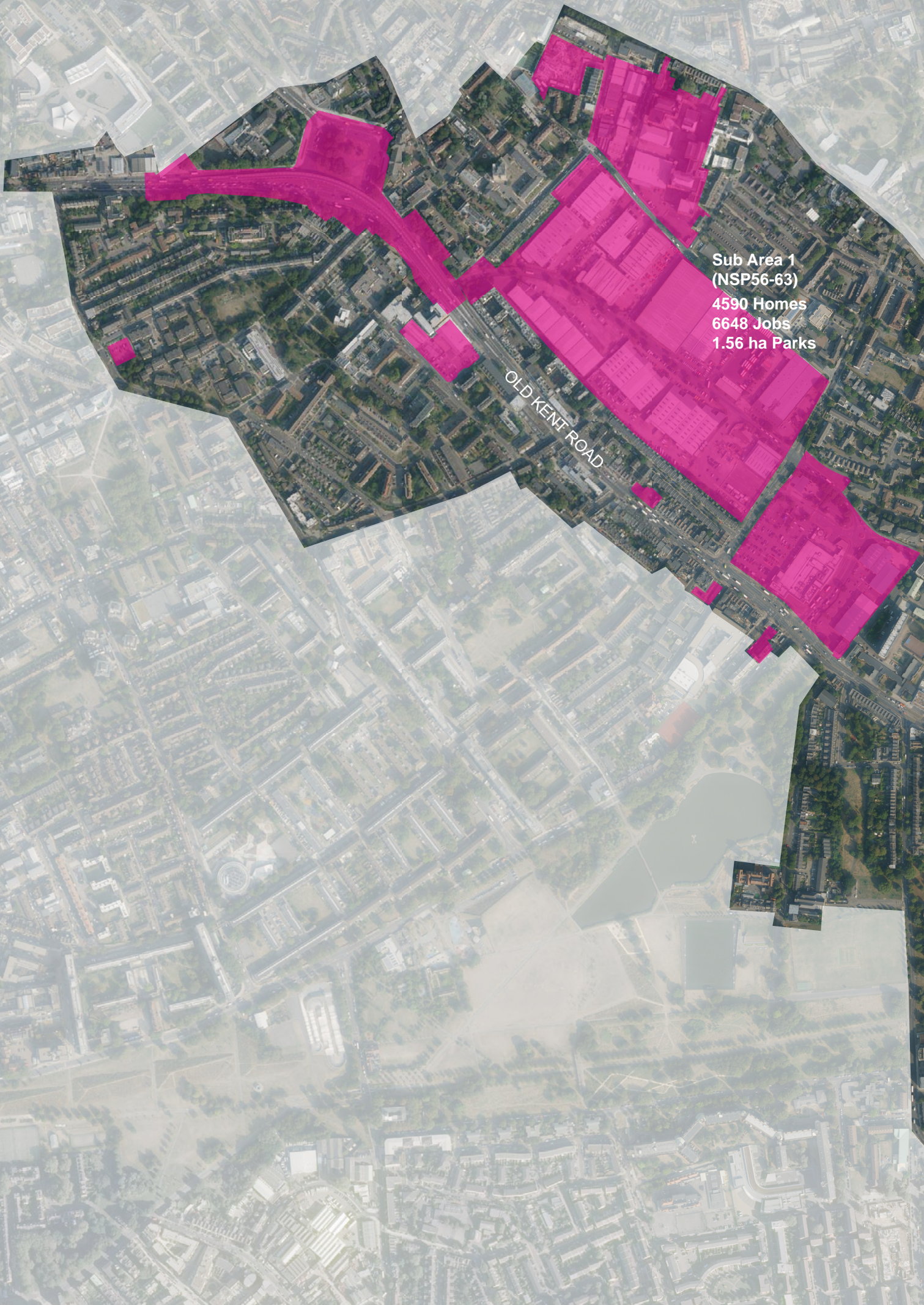
Indicative building heights and locations provided for illustration only





SUB AREA 1

**MANDELA WAY,
CRIMSCOTT STREET
AND
OLD KENT ROAD
(NORTH)**



Sub Area 1
(NSP56-63)
4590 Homes
6648 Jobs
1.56 ha Parks

OLD KENT ROAD

PAST

Old Kent Road has a history stretching back some 2,000 years. Initially built as the Roman Watling Street, connecting London and the south-east. Part of the road was revealed during excavations to install a District Heat Network in 2024. Old Kent Road became renowned in medieval times as part of a major pilgrimage route to Canterbury. St Thomas-a-Watering, mentioned in Chaucer's Canterbury Tales, marked the point at which the Earl's Sluice crossed Old Kent Road at today's Shorncliffe Road and Tesco store. That spiritual link is maintained today with various churches and mosques located within the area. For a long time, the Earl's Sluice marked the boundary between Kent and Surrey, before being culverted and incorporated into London's sewer network in the early 19th century. Earl Road which ran across the Tesco store site was home to a local street market.

In the 19th century, as London grew out along its radial routes, terraced houses, schools, churches, pubs, gardens and industry were built on farmland either side of the road. Shops were subsequently built on the front gardens of town houses to form the high street. In 1844 the Bricklayers Arms railway station was opened by the London and Croydon and South Eastern Railways as an alternative to the London and Greenwich Railway terminus at London Bridge. Its use as a passenger station was short lived ending in 1852 and subsequently the area was developed as a major goods depot and carriage sidings. Victorian and Edwardian industrial buildings can still be seen at the old Crosse and Blackwell Pickle Factory on Crimscott Street, as well as early social housing at the Peabody Dover and Waleran Courts on Old Kent Road.

The use of the railway goods depot had declined by the 1970s, was closed in 1982 and subsequently redeveloped as the Mandela Way Industrial Estate which opened in 1984. All of the original railway buildings were cleared with the exception of the goods yard boundary walls the railway cottages on Pages Walk and the Willow Walk Business Centre. This only partly removed the physical barriers between Bermondsey and Walworth, as the large industrial sheds (designed by Roger Zogolovich) that replaced them retained the essentially enclosed and inward-looking character of the railway yard. Consequently, Dunton Road remains one of the only east west links from Old Kent Road to Bermondsey and the north of the borough. During the 1980's the council developed low rise cul-de-sac housing estates on the remainder of the railway sidings to the east of Mandela Way. This was in part a reaction to the brutalist modernism of the Heygate and Aylsebury estates that had proceeded them in the 1960's and 70s.

The decline of the railways was mirrored in the rise of investment in roads and the volume of road traffic on them, with the construction of the Bricklayers Arms junction and flyover and associated road widening schemes in the 1960's changing the Old Kent Roads character. These ultimately served vehicle based businesses including those in Mandela Way. Post-war planning also saw the creation of council housing estates and those fronting onto the Old Kent Road were set back to allow for the roads widening.

The post war period saw the gradual construction of Burgess Park. The park was named after Southwark's first female Mayor Jessie Burgess and was originally shown in the 1943 County of London Plan as occupying both sides of Old Kent Road. Unlike most other London parks, it was created as a result of the demolition of houses, industries and transport infrastructure. At 44 hectares in size it's one of the truly remarkable feats of post war planning in London.

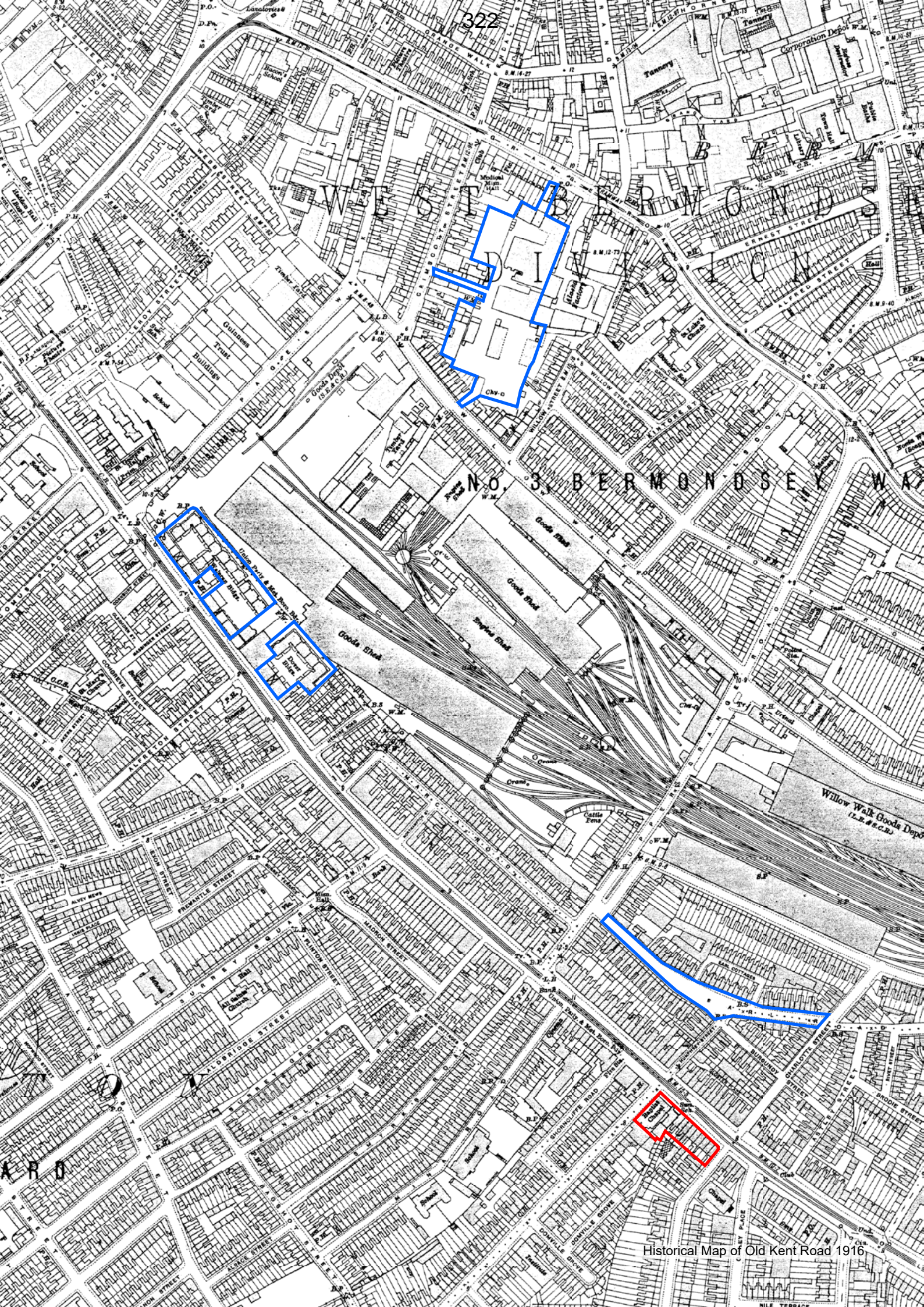
In the 1990s, functional out-of-town supermarket and retail warehouse units with large areas of car parking were built at Tesco on Dunton Road and the Southernwood Retail Park on Humphrey Street. Having its genesis as a road, car and vehicle based retailing and business have come to dominate the character of much of the Old Kent Road up to the present day.



Old Kent Road

— The red line on the Historical Map outlines the location of the image of the Old Kent Road.

— The blue line on the Historical Map outlines the location of present day Old Kent Road.



322

WEST BERMONDSEY

BERMONDSEY

NO. 3 BERMONDSEY WAY

Willow Walk Goods Depot (L.R.S.C.)

Historical Map of Old Kent Road 1916

PRESENT

The north end of the Old Kent Road is the longest surviving historic section of the high street and contains smaller shop units that support a rich variety of small business uses which serve the areas diverse ethnic mix. The council has opened a community hub at 231 Old Kent Road, whilst the East Street Library and the Walworth Living Room on Surrey Square provide space for local communities. The council has also completed the construction of its own housing schemes at 233 Old Kent Road and the Kingslake Street Garage site in 2024. The latter have reinforced the high street character of this part of the Old Kent Road by repairing gaps in the retail frontages. The Thomas A' Becket and High Street Conservation Area was designated in 2021, to preserve and where possible enhance the surviving historic character in this part of the high street.

The Thomas 'A' Becket pub, famous for its boxing gym, overlooks the eastern entrance to Burgess Park, the largest open space and leisure destination in the north of the borough. Opposite the park, the Tesco supermarket and the Southernwood retail park draw shoppers from Old Kent Road and the surrounding areas. Presently the retail stores, car parking and the road gyratory on Dunton Road, Humphrey Street and Mandela Way create an unattractive noisy and polluted environment, particularly for walking and cycling.

North of the Old Kent Road, traditional industry has largely been replaced by high value storage and last mile logistics and distribution uses serving central London, including specialist art storage. The Mandela Way Estate is accessed 24-hours a day by heavy goods vehicles and delivery vans albeit the busier periods are in the morning and evenings with the day times subject to relatively low levels of traffic. In the older industrial sites at the Rich Estate on Crimscott Street creative businesses have been established in recent years, taking advantage of their proximity to central London.

The original western entrance to the Bricklayers Arms railway depot is still visible at the end of Hendre Street. It currently forms the entrance to a narrow footpath that crosses the Mandela Way Industrial Estate, from East Street to Willow Walk. The route currently is poorly overlooked and not particularly secure. The entire Mandela Way Industrial Estate, which is still contained in part within its historic goods yard walls, has an enclosed and inward-looking character set apart from surrounding communities and the high street. To the northern edge of the industrial estate is Cycleway 1 (C1), a major cycling route which runs along the tree lined Willow Walk.

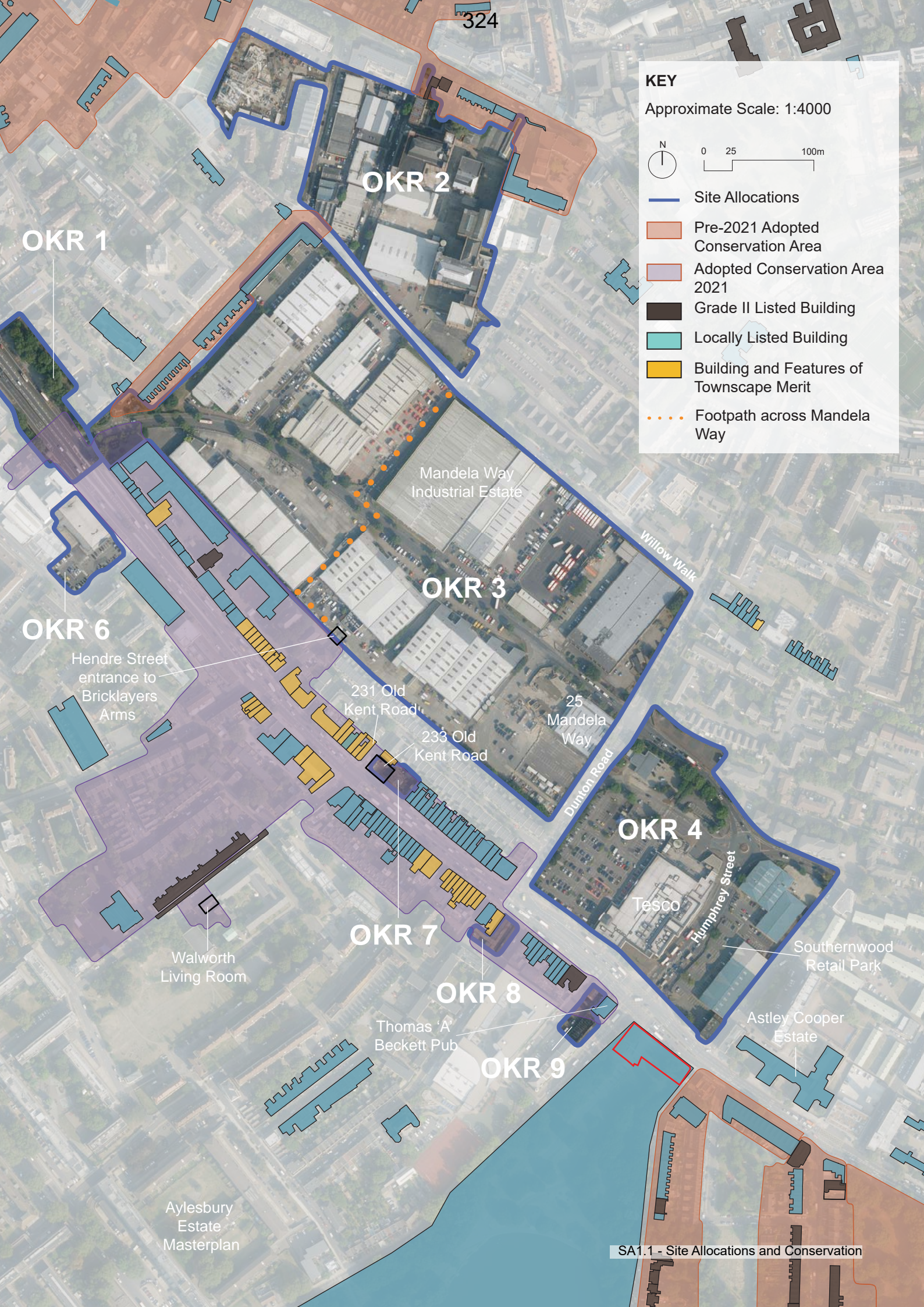
Surrounding residential neighbourhoods are of a mixed character with late 20th century council housing on the Harold, Setchell, Astley and Longfield estates as well as new council homes on Willow Walk. There are older Victorian terraces to the west of Old Kent Road and on Pages Walk, where historic railway buildings are also found. East Street connects Old Kent Road to Walworth whilst the new neighbourhood being created as part of the Aylesbury Estate redevelopment will provide much improved pedestrian connections to the Old Kent Road high street.

Several sites in the area have already been completed or are under construction, including a stacked logistics hub at 25 Mandela Way.




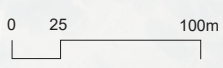







Old Kent Road

— The red line on SA1.1 outlines the location identified on 1916 Historical Map, which in present day the Camberwell Road entrance of Burgess Park.



KEY

Approximate Scale: 1:4000

-  N
- 
-  Site Allocations
-  Pre-2021 Adopted Conservation Area
-  Adopted Conservation Area 2021
-  Grade II Listed Building
-  Locally Listed Building
-  Building and Features of Townscape Merit
-  Footpath across Mandela Way

OKR 1

OKR 2

OKR 3

OKR 4

OKR 6

OKR 7

OKR 8

OKR 9

Hendre Street entrance to Bricklayers Arms

Mandela Way Industrial Estate

Walworth Living Room

Thomas 'A' Beckett Pub

Tesco

Southernwood Retail Park

Aylesbury Estate Masterplan

Astley Cooper Estate

FUTURE

OKR 1 | BRICKLAYERS ARMS ROUNDABOUT



0.4 ha
site area



100
homes

Development Capacity

Site Allocation Masterplan

Options are being explored to improve pedestrian permeability at this junction, which will include the reconfiguration of the highways network for increased priority for pedestrian and cyclist movement. The site will provide new homes, jobs and increased landscaping. It is likely that once the roads have been reconfigured the flyover will be retained converted to an elevated park the “Flyover Park”, keeping the embodied carbon of the structure locked in and planting trees and greenery to sequester more carbon. The new greenery would link with neighbouring Paragon Gardens as well as St Saviour’s and St Olave’s School. The elevated park/ woodland would provide excellent views over Old Kent Road and the city beyond. The introduction of new street frontages in the remaining area will improve the quality of the space and increase permeability for people walking and cycling, reducing the severance created by the existing junction layout and the flyover. The site should maximise the opportunity to retain existing high-quality trees.



Site Requirements (also see NSP56)

Redevelopment • Provide new homes (C3); and

- must:**
- Reconfigure this busy junction, potentially removing the flyover, to enable the introduction of new street frontages and reduce severance caused by the current road layout; and
 - Take opportunities to integrate any reconfigured layout into the existing grain and network of routes around the junction whilst avoiding any adverse impact on the surrounding local highway network; and
 - Avoid adverse impacts on bus services such as increased journey times, reduced reliability or broken links; and

Redevelopment should:

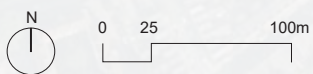
- Provide retail uses; and
- Provide employment (E(g), B class); and
- Provide leisure, arts, culture or community uses.











Phasing: A masterplan study is currently being undertaken for the site, funded by One Public Estate (OPE). Initial public engagement will occur in September and October 2024 with the draft study due to complete in December 2024. The flyover and roundabout are part of the TfL strategic road network and at the moment there is no funding available to deliver any changes to them. Residential development on part of the site may be able to fund the reconfiguration of the roads to help deliver the plans Healthy Street ambitions. The masterplan is expected to come forward for development after 2030 in BLE Phase 2, subject to wider road network updates and funding.



KEY

Approximate Scale: 1:4000



-  Built
-  Under Construction
-  Planning Permission
-  New Building
-  Communal Amenity Space
-  Public Open Space
-  Hard Landscape
-  Footpath
-  Road
-  Proposed Bakerloo Line Extension Station

SITES | OKR 2

CRIMSCOTT STREET AND PAGES WALK



3.8 ha
site area



16
businesses



170
jobs

Existing



760
homes



2,179
jobs

Development Capacity



homes



TBC
jobs

Completed 2025

Site Allocation Masterplan

We want the emerging office and creative sector in this area to grow and flourish. New homes and jobs will bring more activity to the streets and help rejuvenate this part of the opportunity area. The design of this area will weave old and new buildings together, creating a working character and aesthetic. The retention of the existing shared car park and service area on Pages Walk will help support both the existing and new business uses on the site.



Site Requirements (also see NSP57)

Redevelopment must:

- Provide new homes (C3); and
- Provide at least the amount of employment floorspace (E(g), B class) currently on the site which are consistent with the building typologies and land use shown in Figure SA1.3 ; and
- Provide leisure, arts, culture or community uses including gallery space/artist's studios.

Redevelopment may:

- Provide retail uses

Heritage

Examples of 19th and early 20th century industrial architecture in the former Crosse and Blackwell factory (Rich Industrial Estate) and their associated courtyards have been retained and renovated preserving the best of the industrial heritage while introducing exciting new architecture, courtyards and a walking route through the site.

Phasing

593 homes and 27,748 sqm of workspace have been built, are under construction, or consented within the site allocation. The remainder of the homes will come forward post 2030 in BLE Phase 2.

SITES | OKR 3

MANDELA WAY



12 ha
site area



16
businesses



1,710
jobs



1,955
homes



3,089
jobs



1
Park



homes



TBC
jobs

Existing

Development Capacity

Completed 2025

Site Allocation Masterplan

Mandela Way will be transformed with co-located employment and residential uses in new urban blocks centred around a new park, called Mandela Way Park. Small industrial units will be clustered near to new co-located office developments on the former Rich Estate and Crimscott Street (OKR2 - NSP 57). Storage and distribution businesses serving central London will be located fronting the primary servicing route on Mandela Way, providing a working character at ground and first floor with residential over. Offices and studios will also be provided near to the new tube station.



Site Requirements (also see NSP58)

Redevelopment must:

- Provide new homes (C3); and
- Provide at least the amount of employment floorspace (E(g),B class), which are consistent with the building typologies and land uses shown in Figure SA1.3; and
- Provide light industrial (E(g)(iii) or B8 use class), which are consistent with the building typologies and land uses shown in Figure SA1.3; and
- Provide leisure, arts, culture or community uses including gallery space / artists studios; and
- Provide strategic public open space – 14,530m² as shown in Figure SA1.2; and
- Create a new pedestrian and cycle link from East Street via Hendre Road to Cycleway 1 (C1) along Willow Walk and on to Bermondsey Spa .

Redevelopment of may:

- Provide retail uses.

Heritage:

New development to the edge of the masterplan will step down in height, to sensitively transition to the existing context and adjacent heritage assets. This includes providing a terrace of four storey residential housing backing on to the Victorian terraced housing on Pages Walk. This step down in scale, combined with careful design should preserve the setting of the Pages Walk Conservation Area. The southern edges of the site will also have four storey housing backing on to the Grade II Listed White House and the terraced houses of Marcia Road. The remaining sections of the historic railway sidings walls must be incorporated in new development where possible.

Phasing:

The site is divided between 7 landowners, with very large distinct plots either side of Mandela Way. The plots can be developed with a degree of independence while achieving a comprehensive redevelopment overall, to ensure the delivery of the masterplan and its constituent parts, including Mandela Way Park. Interest has been expressed in the future redevelopment of the larger sites on Mandela Way, but these are also subject to long commercial leases up to 2032 or freehold owner occupation with existing uses likely to continue for the medium term. Redevelopment of the site is therefore likely to be delivered post 2030 in BLE Phase 2.

SITES | OKR 4

DUNTON ROAD (TESCO STORE AND CAR PARK) AND SOUTHERNWOOD RETAIL PARK



4.1 ha
site area



6
businesses



179
jobs



1,600
homes



1,277
jobs



1
Square

Existing

Development Capacity

Site Allocation Masterplan

This car dominated “out of town” retail area will be transformed into a vibrant, urban high street with a new Bakerloo Line underground station, shops, including a replacement supermarket, hotel, leisure facilities and offices all with homes above. Extensive areas of retail car parking will be relocated within the interior podium spaces of the new development enabling the creation of car free public spaces. Burgess Park will have a much improved accessibility to this site and OKR3, with improved crossings connecting it to a generous sized square in the middle of the site and then onwards to Mandela Way. The gyratory will be modified to reduce its car dominated character, creating a place which is much easier and more attractive to walk and cycle in.



Site Requirements (also see NSP59)

- Redevelopment must:**
- Provide new homes (C3); and
 - Provide at least the amount of retail floorspace currently on site including a supermarket; and
 - Provide leisure, arts, culture or community uses; and
 - Provide public open space to support a connection to Burgess Park which includes the creation of a space outside the station entrance and within the centre of the Tesco site totalling – 4,035m²; and
 - Incorporate the design of the Bakerloo Line Extension station, tunnelling and worksite requirements into the site design and phasing.

- Redevelopment should:**
- Provide employment uses (E(g), B class), consistent with the building typologies and land use types shown in Figure SA1.3; and

- Redevelopment may:**
- Provide new visitor accommodation (C1)

Heritage: The site is in close proximity to the Coburg Road Conservation Area and the Thomas ‘A’ Becket and High Street Conservation Area as well as a Grade II listed former Fire Station and number of locally listed buildings and buildings of townscape merit including the Thomas ‘A’ Becket pub as shown in SA1.1. Consequently the heights of the podium buildings facing the high street on the Tesco site are set at 8 storeys as set out in the tall building strategy. The design guidance for the sub area seeks to re-establish a high street frontage with residential over ground/first floor retail which will enhance the setting of the adjacent Thomas ‘A’ Becket and High Street Conservation Area.

Phasing The Tesco site and the Southernwood Retail Park are each in single ownership and can be delivered with a degree of independence. An application for a mixed-use development has been approved on the Southernwood Retail Park site which will provide 724 new homes and 12,338sqm of commercial floorspace. This scheme will be delivered across two phases. The first phase of development will deliver 541 homes, retail and a hotel by 2032 (BLE Phase 1). The remaining 183 homes, retail and a cinema will be delivered in Phase 2 (2032-2042). The entirety of the Tesco site would be required as a work and drive site for the construction of the BLE. Consequently, redevelopment of the Tesco site would likely take place in the late 2030’s.

SITES | OKR 5, 6 & 7

OKR 5 | SALISBURY ESTATE GARAGES



26
homes



TBC
jobs

Completed 2025

Site Delivery

This site is currently under construction and will provide new council homes in a residential area, the development is expected to be completed by 2025 (BLE Phase 1).



OKR 6 | 96-120 OLD KENT ROAD (LIDL STORE)



0.54 ha
site area



180
homes



64
jobs

Development Capacity

Site Allocation Masterplan

Redevelopment will reinforce the high street within the town centre, including the construction of a Tier 3 tall building. The site contains a building of architectural and historic merit which will be retained and incorporated into the redevelopment. It is currently in use as a church.



Site Requirements (also see NSP61)

Redevelopment • Provide new homes (C3); and

must: • Provide at least the amount of retail floorspace currently on the site.

Redevelopment • Provide community uses, leisure, arts culture or community uses; and

may: • Provide employment uses (E(g),B class).

Phasing : • The site is expected to come forward for a mixed-use development from 2030 (BLE Phase 2).

OKR 7 | FORMER PETROL FILLING STATION, 233-247 OLD KENT ROAD



24
homes



TBC
jobs

Completed 2025

Site Delivered

The site has been redeveloped by the council to provide council housing and has also reinforced the high street frontage within the Thomas 'A' Becket and High Street Conservation Area. It comprises retail at ground floor with 3 storeys of residential above.



SITES | OKR 8 & 9

OKR 8 | KINGLAKE STREET GARAGES



0.54 ha
site area



21
homes



TBC
jobs

Completed 2025

Site Delivered

The site has been redeveloped by the council to provide council housing and has also reinforced the high street frontage within the Thomas 'A' Becket and High Street Conservation Area. It comprises retail at ground floor with 4 storeys of residential above.



OKR 9 | 4/12 ALBANY ROAD



0.1 ha
site area



3
businesses



25
jobs

Development Capacity

Site Allocation Masterplan

Redevelopment should reinforce the high street within the town centre.



Site Requirements (also see NSP64)

- Redevelopment must:**
- Provide new homes (C3); and
 - Provide at least the amount of floorspace (E(g), B class) currently on the site in line with the typologies plan SA1.3; and
 - Provide retail uses on the Old Kent Road frontage.

- Redevelopment may:**
- Provide leisure, arts, culture or community uses.

Heritage The site partially lies within the Thomas 'A' Becket and High Street Conservation Area. It is adjacent to the locally listed Thomas 'A' Becket pub and is in close proximity of the Grade II listed former fire station on Shorncliffe Road. Consequently, it would be expected to be no greater in height than the pub (four storeys). The site provides the opportunity to develop a modern design that reflects the vertical proportions, high floor to ceiling heights and rich layering of the adjacent historic buildings.

Phasing No planning applications have been received for this site as yet, so it is likely to come forward for development post 2030 in BLE Phase 2.

SITES | COMPLETED, UNDER CONSTRUCTION, PLANNING PERMISSION



	Development		Homes		Employment (sqm GIA)		Date
			Total Homes	Affordable units	Total non-residential	Affordable workspace	
	Schemes Completed						
1	Rich Industrial Estate	Phase 1 & 2	276	84	13,146	2,653	Jan 2023
2	18 - 19 Crimscott Street		43	13	1,835	0*	Mar 2023
3	Ivy Church Lane Garages		21	21	173	0	Jun 2022
	Schemes Under Construction						
4	20 Crimscott Street		9	0	0	0	
5	25 Mandela Way		0	N/A	15,261	1,256	
6	233-247 Old Kent Road		24	13	190	0	
7	Salsisbury Estate Car Park		26	26	0	N/A	
	Schemes with Planning Permission						
8	Rich Industrial Estate	Phase 3	130	51	6,322	0	
9	29 - 31 Pages Walk		0	N/A	3,769	386	
10	2 Crimscott Street		5	0	150	0	
11	24 Crimscott Street		0	N/A	2,525	165 and PIL	
12	Southernwood Retail Park		724	219	11,788	0	
13	82 - 96 Old Kent Road		0	N/A	718	0	
	TOTAL:		1,258	427	55,877	4,460	

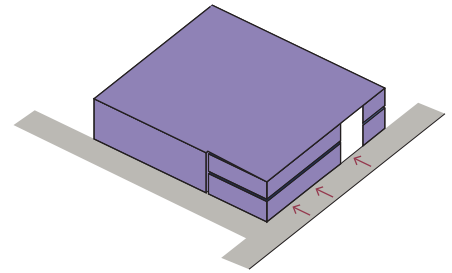
BUILDING TYPOLOGIES AND LAND USES

Below are a variety of typologies and land uses, which could be utilised to deliver the intensification of housing and employment across the area. Further details are set out in the Design policy in part 1 of the AAP.

STACKED INDUSTRIAL: Standalone Large Industrial Storage and Distribution Units

Is a building typology aimed at providing industrial intensification of larger industrial units, through the stacking of units across multiple floors. Ceiling heights should be at least 6-8m and ideally 10m-13m for larger units. Units should have square proportions and provide predominately column free space with large clear spans. There should be sufficient space for on-site servicing and storage to accommodate the requirements of units. The internal layout can be modular to provide adaptable floorplates to meet the requirements or a range of commercial occupiers.

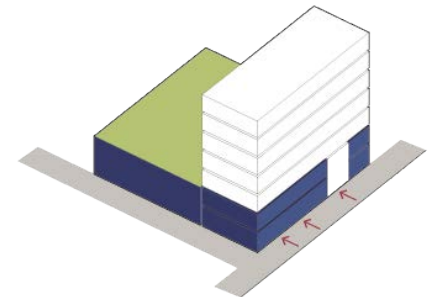
Suitable uses: *Storage, wholesale, distribution, depots*



VERTICAL MIX: Medium-Large Storage and Distribution Units

Industrial co-location by stacking residential on top of Medium-large storage and distribution units (B8). Large units vertically co-located with residential will require larger floor to ceiling heights to accommodate internalised HGV servicing, ideally between 9-12m. The number of columns should be minimised and there should be sufficient space for on-site servicing and storage. The frontages around blocks provide scope for two storeys of commercial space which can be used for offices, showrooms and studios. Residential amenity areas can be located on the rooftop.

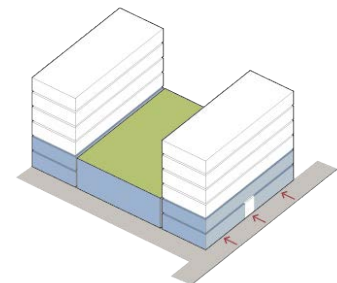
Suitable uses: *Storage, wholesale, distribution, light industrial depots within the central spaces*



VERTICAL MIX: Small Industrial Units

Industrial co-location by stacking residential on top of light industrial floorspace / workshops (B2). Double height spaces of 6-8m can be accommodated within the centre of blocks. Units would typically be 150-200m². Mezzanine levels can be provided around key frontages to be used for offices, showrooms and studio spaces that are ancillary to the commercial floor space. Smaller scale commercial floorspace can be provided across both the ground and first floor level beneath residential but should enable efficient access to the servicing yards through the appropriate location of the goods lifts. Basement levels, where appropriate should be utilised to accommodate residential servicing, storage or commercial uses.

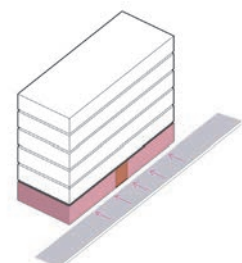
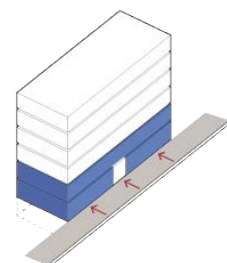
Suitable uses: *Light industrial uses and maker spaces within the central space*

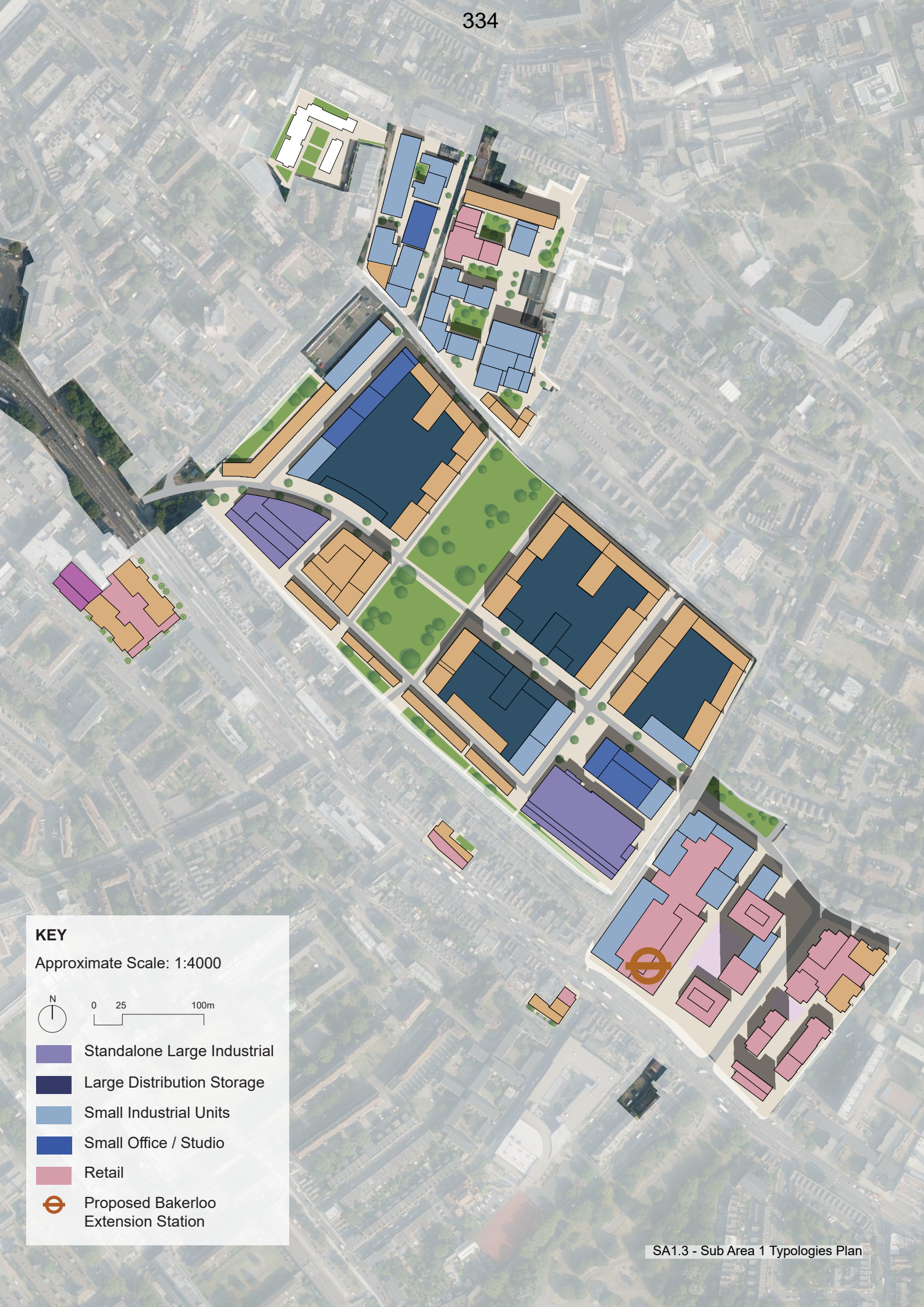


VERTICAL MIX: Small Office / Studio / Retail

Industrial co-location by stacking residential on top of office / studio units or retail floor space. Workspace will be provided at ground and first floor. Ground floor ceiling heights should be a minimum of 4m. Basement levels should be utilised to accommodate residential servicing, storage or commercial uses where appropriate. Where there are large retail units provided at ground floor, these will be double height and served by generous footways.

Suitable uses: *Artists' studio and office space*





KEY

Approximate Scale: 1:4000



0 25 100m

-  Standalone Large Industrial
-  Large Distribution Storage
-  Small Industrial Units
-  Small Office / Studio
-  Retail
-  Proposed Bakerloo Extension Station

SERVICING AND ROAD NETWORK

Servicing

Industrial developments must provide off-street servicing with turning facilities for the maximum sized vehicles required for the servicing and delivery requirements of the new/or returned businesses. Developers should ensure a management system is in place to minimise the impact of the primary service route through the new Mandela Way Park and to help prevent service vehicles using residential streets.

The large distribution and storage buildings and standalone industrial typologies identified on either side of Mandela Way Park should have adequate internal servicing yards with either vehicular through routes or 20m+ turning circles within the yard which allow for the turning of appropriately sized HGVs. HGVs or large vans must not reverse out onto Mandela Way. For the smaller workspace units on the new street created to the east of Pages Walk servicing would be on street. Space should be provided for access by vans and vehicles up to 7.5 ton in size.

Road Network

Primary Servicing Routes

Primary servicing routes focus on the delivery and servicing needs for local businesses and large distribution and last mile uses. They are designed to balance servicing needs with the creation of healthy street environments through the provision of tree lined streets, and improved pedestrian and cycle movement. Primary servicing routes should have good connectivity to wider arterial routes.

Mandela Way

Will be maintained as a primary servicing route. The existing 7.3m carriageway along Mandela Way will be retained and the overall street profile enhanced to accommodate segregated cycle lanes, a SUDs corridor, new street trees and larger footpaths, creating a 24m street profile in total. It will have a working street character, servicing large storage and distribution units to the north and south of Mandela Way.

Mandela Way will maintain a dual lane access through Mandela Way Park, the park itself is likely to be delivered in phases as its currently split between four land holdings. Traffic management measures will be put in place to reduce the speed of movement and prioritise pedestrian movement across the road and between the north and south sides of the new park. This may include reducing the central section to a single carriageway. Road access to the northwestern and southeastern edges of Mandela Way Park should be kept to the minimum necessary for fire truck servicing, to ensure the extent of new park space that is created is maximised.

Residential Streets

New residential streets should be designed as slow streets with traffic control measures to reduce vehicle speeds including tree planting, build-outs and raised entry treatments. Streets are scaled to provide ground level maisonettes with a usable defensible zone. Residential streets should be green, calm and support interaction creating attractive, pedestrian friendly environments. Maisonettes will front onto residential streets, creating a communal feeling.

Town Centre Links

Provide North / South connections to the high street, enabling increased permeability from the residential hinterlands to the high street. A new pedestrian and cycle route will be created from East Street via Hendre Road across Mandela Way to Willow Walk and Bermondsey Spa. There will be new openings created through the remaining railway depot wall running along Willow Walk to provide improved pedestrian access.

Dunton Road and Humphrey Street


The Dunton Road and Humphrey Street gyratory is the subject of options testing as part of Transport for London's Healthy High Street project. These include making Humphrey Street two way working and limiting access into Dunton Road from its junction with Old Kent Road. The options will deliver better pedestrian and cycle connectivity to the new Bakerloo Line station, to Burgess Park and along the Old Kent Road including improved crossings and increased pavement space. A preferred option for consultation is anticipated to be completed by TfL in 2025.




Rowcross Street and Rolls Road

The junction of Rowcross Street and Rolls Road will be subject to traffic management changes when the gyratory option is confirmed. Making Rowcross Street one way northbound offers the opportunity to increase paving and planting adjacent the Astley Cooper Estate. The existing segregated cycle lane on Rolls Road will be widened to facilitate cargo bike movement.



KEY
Approximate Scale: 1:4000

 0 25 100m

-  Primary Servicing Routes
-  Residential Streets
-  Town Centre Links

PARKS AND RECREATION

Development must improve the environment for people walking and cycling in the area, strengthening the network of parks and improving the links between open spaces, residential communities and the town centre. It should deliver the cross borough 'Greener Belt Strategy' by providing Healthy streets and new open spaces and links.

Mandela Way Park

Mandela Way Park, will be a major new park in the Old Kent Road area, situated to the north of Old Kent Road, the park provides the opportunity to realise the 1943 County of London Plan aspiration to extend Burgess Park to the north. The park will connect the Mandela Way area, establishing new links for residents from Old Kent Road, East Street and Bermondsey Spa. It will provide a major open space for local communities and businesses, providing a range of facilities for play and recreation to appeal to all. It will be the equivalent size of Bermondsey Spa Gardens and should be co-designed by local communities to create a multi-functional environment with water features, mature trees and other biodiverse greenery to provide tranquil places to sit and socialise or rest.

It's location has been carefully considered to be delivered across four landholdings, ensuring each makes a proportionate contribution to the open space and public realm created.

The Mandela Way primary service road will become a healthy street, retaining and widening the existing tree lined footpaths, to create a pedestrian friendly space which can facilitate additional planting, sustainable urban drainage and cycling infrastructure, fit for cargo bike movement.

Tesco and Southernwood

As part of the new town centre, Tesco and the Southernwood Retail Park will be transformed to create a central public square and new shopping street. Ground floors of new developments such as the new hotel permitted on the Old Kent Road frontage will be opened up to enable public routes through to outdoor seating, shops, restaurants, cafés and leisure facilities. These spaces will in turn lead into Mandela Way and on to Mandela Way Park. A new pocket park will be created on the car park to the north of the Tesco petrol station behind the terraced houses on Milton Close.

Tube Station – Burgess Park

New pedestrian and cycle links will be created to promote ease of access to the new Bakerloo Line tube station. Pedestrians will be able to cross the road safely from Burgess Park and the future changes to the gyratory at Dunton Road will result in a safer and quieter access, free from busy traffic. Old Kent Road and surrounding streets will benefit from additional tree planting helping to deliver the Healthy Streets programme.

Burgess Park

The setting of the park's entrance on Old Kent Road will be enhanced by improved pedestrian crossings and a new public square at the junction of Humphrey Street and Old Kent Road to create better connections to the surrounding neighbourhoods.

Willow Walk/ Cycleway 1 (C1)

This important cycling route from Bermondsey and Deptford to central London will be improved by the introduction of attractive new building frontages onto its southern side and by managing kerbside parking. The original historic wall to the goodsyard will be largely retained, with openings introduced at the end of the new residential streets providing opportunities for pedestrian and cyclist permeability from Mandela Way onto Willow Walk. Servicing access along the road will be limited to reduce pedestrian/cycle conflicts.

Bricklayers Arms Flyover

Options are being explored to improve pedestrian permeability at this junction. With the potential to close and retain the flyover structure to convert it into an elevated park. Beneath the structure the highway network will be reconfigured with increased landscaping and public realm improvements.

KEY

→ Green Link

■ Civic Centre

⊕ Proposed Bakerloo Line Extension Station



Bricklayers Arms

Swan Mead

Bermondsey Spa Gardens

Mandela Way Park

Dunton Way Pocket Park

Surrey Square

Burgess Park

OLD KENT ROAD

Mandela Way

BUILDING HEIGHTS GUIDANCE

The masterplan axonometric opposite shows the proposed and consented building heights within the sub area. Development in this sub area has been set out in the masterplan so that Tier One and Tier Two buildings sit outside the view cones of the protected local views from Nunhead Cemetery and One Tree Hill. The masterplan also ensures that Tier One and Two buildings do not impinge on the London View Management Framework view of the Palace of Westminster from the Serpentine. The Tier Three buildings shown on the Mandela Way sites all sit below the height of the protected viewing planes of the borough views and won't be visible in the LVMF views.

Mandela Way (OKR3)

The other key elements of the building heights strategy in the OKR3 area are:

- There should be four storey housing backing on to Pages Walk, the existing terraces along Marcia Road and the Peabody blocks that front onto the Old Kent Road, to provide a transition in scale to the edge of the masterplan.
- The new buildings fronting onto Willow Walk should be between four to six storeys in height.
- Elsewhere in this area, heights should range from five to eight storeys with the 'Tier Three' tall buildings on important corners or marking uses of civic importance, such as Mandela Way Park.
- Building heights should respond to the character and width of streets and spaces that they front onto with taller elements located at the corners of blocks along wider street profiles, open spaces, or setback at upper levels.

Dunton Road Tesco Site and Southernwood Retail Park (OKR4)

Tier One and Two tall buildings are planned to be located here, situated outside the protected viewing corridors, in a location of strategic townscape importance. Tier One and Tier Two buildings will mark the location of new transport infrastructure, in line with the 'Stations and Crossings' Tall building strategy.

The key elements of the building heights strategy in OKR4 area are:

- In the vicinity of the station entrance a new civic square must be created, which should be marked by two 'Tier One' and two 'Tier Two' tall buildings of a scale commensurate with the importance of the location and the size of the open space as shown on the masterplan;
- Buildings fronting onto Old Kent Road should be between five and eight storeys in height in order to frame the high street, with a 'Tier Three' tall building to mark the entrance to Burgess Park

Elsewhere in the area, will generally comprise podium and perimeter blocks to define the streets and mediate the transition in scale to the surrounding neighbourhood.

Old Kent Road High Street

Building heights in the other Old Kent Road sites in this sub area along the high street should predominantly relate to the scale and massing of neighbouring buildings.

The key elements of the building heights strategy in this area are:

- The buildings in sites OKR7, OKR8 and OKR9 fronting on to Old Kent Road should be predominantly four to five storeys in height; and
- On OKR6 there will be a 'Tier Three' tall building fronting Old Kent Road to enable residential development redevelopment over the retained Lidl store. The buildings to the rear of the site should reduce in scale, stepping down to the five storey residential blocks on Congreve Street, responding to the retained heritage assets on the site and in the adjacent Conservation Area.

Rich Estate and Crimscott Street (OKR2)

The key elements of the building heights strategy in the OKR2 area are:

- Buildings fronting onto Crimscott Street should be between six and eight storeys; and
- Buildings on Pages Walk should be up to six storeys; and
- Careful consideration should be made of the impact of proposals on surrounding conservation areas and the settings of listed buildings, particularly the sensitive roof profile along the south side of Pages Walk.



DESIGN GUIDANCE

IDENTITY AND CHARACTER

OKR 2 (Crimscott Street)

Built Form

- Residential streets should be more domestic and intimate in character- building forms could be set back at upper levels to avoid overshadowing. Façades should have regular entrances to ground floor homes and welcoming lobby spaces for residential units at ground level.
- Crimscott Street - building form and massing should respond to the predominant datum of 6-8 storeys and consider stepping back at upper levels responding to the narrower streets. Additional height proposed at the rich industrial estate must be centralised within the plot, where the ground floor doubles up as open space.
- A more playful character of constructing façades or protruding elements could be explored to match the existing and emerging context in this area.

Character / Detailed Design

- The use of high quality materials is necessary to support the urban context.
- Different internal functions could be expressed visually, however provide a holistic approach to the overall architectural design of the building. Design approaches can vary to aid legibility, but should reflect the existing and emerging character, through the use of robust and durable materials.

OKR 3 (Mandela Way)

Built Form

- Mandela will be transformed into a vibrant mixed-use employment and residential neighbourhood with ground floor industrial uses fronting onto Mandela Way.
- The base, podium and upper levels of buildings can be expressed with different architectural treatments but should be read as a cohesive block.
- Vertical building elements should be continued through to the ground which could include piers, columns or punctuated walls.

Character / Detailed Design

- Fronting the Primary servicing street will be windows into work opportunities,
- A more working industrial character with windows into work opportunities

OKR4

Built form

- Built forms should be carefully designed at ground to enhance and maintain desire lines- to encourage connectivity to the Town centre.
- Provide active and engaging frontages onto Old Kent Road high street



Mandela Way



Residential Street



Town Centre

- Station square to create a welcoming environment for visitors providing a sense of arrival at Old Kent Road high street. – with clear navigation to nearby amenities.



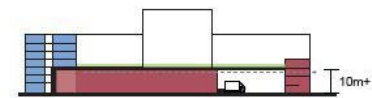
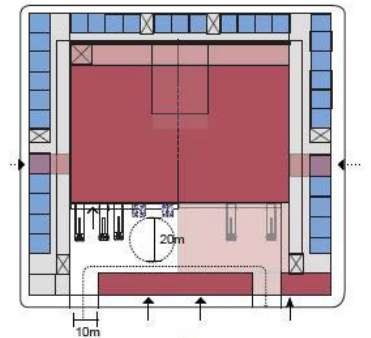
Former stable buildings with robust, grid window patterns



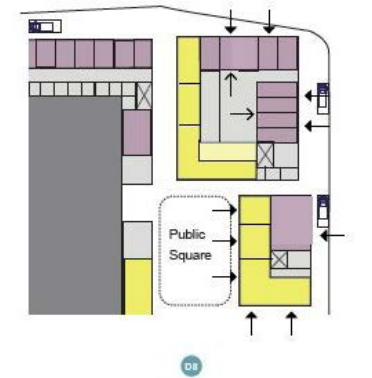
Rhythm and proportions of industrial uses



Existing palette of industrial materials within Mandela Way.



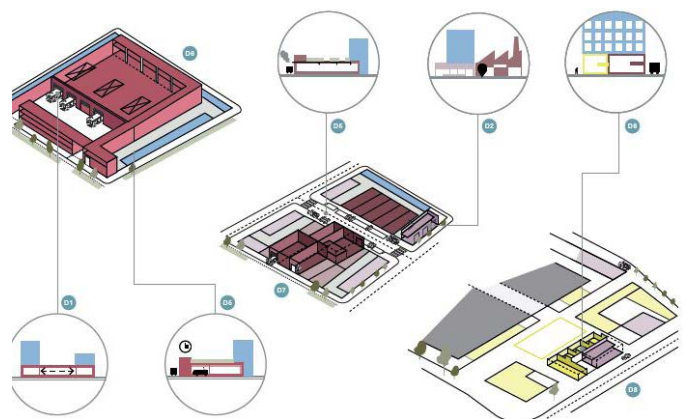
Illustrative Storage and distribution layout



Illustrative studio & offices and / or retail & leisure

Workspace Detailed Design

- The existing large-format industrial uses are essential to the functioning of Soutwark and wider London. Larger distribution, storage and Life science facilities will be focused around the Mandela Way area.
- Whilst there will be a working character to Mandela Way, streets will be sufficiently activated by window into work opportunities and provide healthier streets, with widened footways, segregated cycle lanes. Creating a tree-lined street for improved pedestrian and cyclist movement through the area.
- Industrial podium levels should be large format with 8-10m heights to accommodate industrial uses such as those currently operating in the area.
- Where typologies have a deep ground floor, ancillary uses should be consolidated in order to maximise unobstructed efficient space with large spans.
- Industrial plots should prioritise wrap-around mezzanines accommodating front of house and higher density working along the elevation – creating positive street frontage and a higher quality, daylight working environment.
- Flexibility and adaptability of all workspace should be prioritised through unit configuration including servicing approach.



Illustrative Typical Street View

DESIGN GUIDANCE

GROUND FLOOR STRATEGY

OKR 2 (Crimscott Street)

Uses

- Lends itself to office and studio spaces co-located with residential - this could include retention of existing warehouses with rooftop residential extensions, similar to 20 Crimscott Street, as long as the design and form is a sensitive addition to the existing building and must be reflective of the character and identity of the area. Designed in response to the existing and emerging character.
- Uses to support the existing and emerging creative hub are encouraged.
- 6m floor to ceiling heights (min 3.7m high)

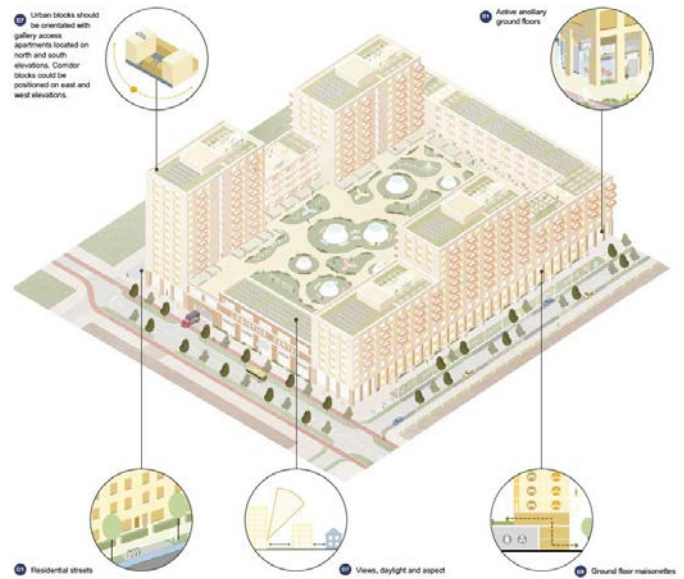
Servicing

- Internalised servicing where possible, with rationalised on-street servicing where unavoidable.

OKR 3 (Mandela way)

Uses

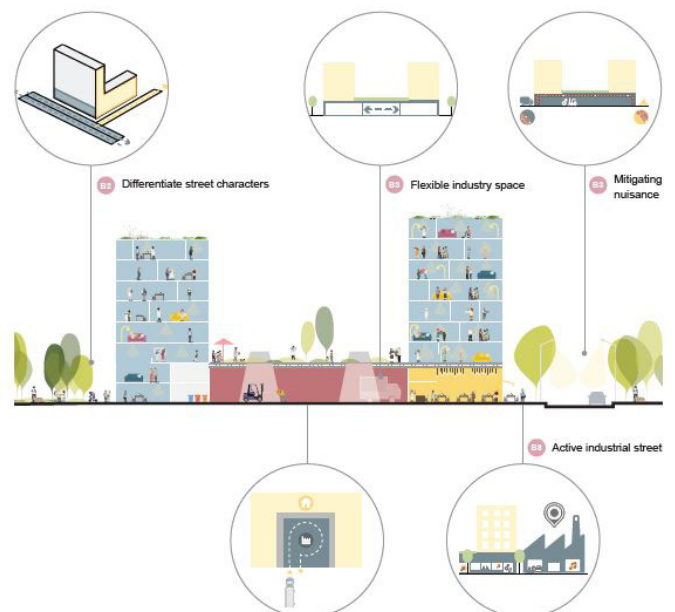
- Larger ownerships lend themselves to support storage and distribution uses. Larger logistics spaces should be wrapped with smaller ancillary uses such as, office space, showrooms and workshops.
- Due to the area's central proximity to London Bridge and Kings with large research hospitals. This area of the Old Kent Road OA could help realise SC1 Life Sciences Innovation district through the provision of facilities to support research, including labs, warehousing and offices. (I.e, a research storage facility could be wrapped with offices.) (as reflected in the policy, consideration to be given to how supporting more active uses could wrap those inherently inactive frontages.)
- Given the sub-area is located in phase 2 of the development plan. The site also lends itself to providing meanwhile facilities in vacant or under-development sites. To bring animation and activity to the area and make use of existing sites in the early stages of the plan.
- Residential frontages will activate secondary residential streets and the proposed Mandela Way Park, providing a more communal / residential character. Ground floor maisonnettes will front residential streets.
- The use and type of activity at ground floor intend to support the character and profile of proposed streets or public space. (with residential, office space providing different types of activity.) Industrial and commercial uses along Mandela Way, Dunton Rd and Willow walk should maximise passive surveillance, activity and interest in the public realm by locating active uses facing the street.
- Any areas of inactive frontages should be minimised and animated with planting, architectural detailing,



Mixed use urban block - street character



25 Mandela Way - Stacked logistics hub



Typical Urban Block Section

frosted glazing, public art or interactive play aspects when adjacent to residential areas or open spaces.

- Standalone residential proposals can be provided where sites capacity can achieve stand-alone industrial units, to provide positive frontages along the park.

Servicing

- Entrance to units must be located along Mandela Way, establishing a primary servicing character to the road. This will include large gated vehicular access points (ins & outs) of 8-10m. These should enter into adequate internal service yards with private van parking and either (a) vehicular through routes, exiting onto Mandela Way or (b) 20m+ turning circles within the yard.
- Primary servicing streets in the area are re-imagined, providing healthy streets. Which allow for improved pedestrian and cyclist movement.
- Consolidated servicing yards, help facilitate continued hours of operation and reduce noise impacts which are often associated with these types of uses.
- Entrances to commercial uses / office frontages should be positioned to activate areas near servicing bays to avoid a utilitarian character.

Street character

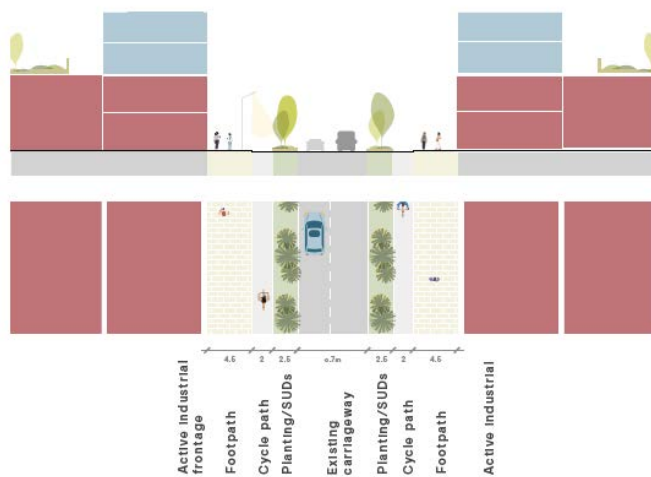
- The types of frontages are instrumental in defining the character of streets and areas. – The use and type of activity at Ground floor must support the character and profile of streets or public space. Frontages should correspond with those illustrated in the diagram opposite.
- Industrial and commercial uses along Mandela Way, Dunton Road and Willow Walk should maximise passive surveillance, activity and interest in the public realm by locating active uses facing the street. This includes showrooms, offices, main entrances and workshops.
- Where appropriate ground floor windows could reveal industrial aspects of the internal use (windows into work) to give the perception of activity and an insight into internal activities.
- Whilst the industrial character and palette can be celebrated along the servicing street, it should be in keeping and provide a sense of consistency with the residential upper levels.

OKR4 (Dunton Road)

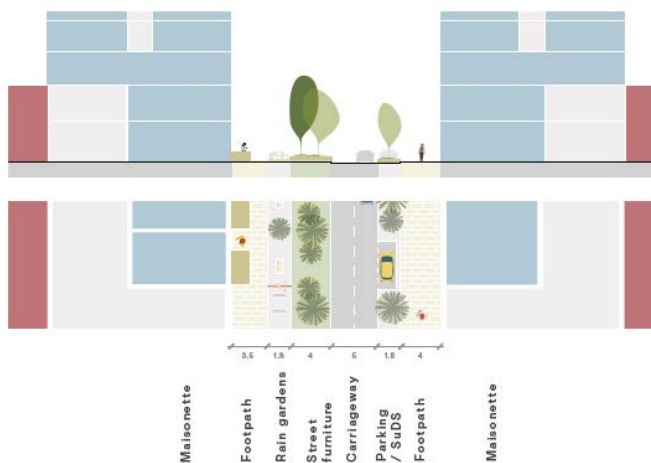
Uses

- Enhance and re-establish the high street frontage along Old Kent Road, with the creation of a new urban square around the station which should create a welcoming sense of arrival in Old Kent Road. Primarily commercial, retail, leisure and community uses clustered around the proposed station and along Old Kent Road will bring activity to the area.

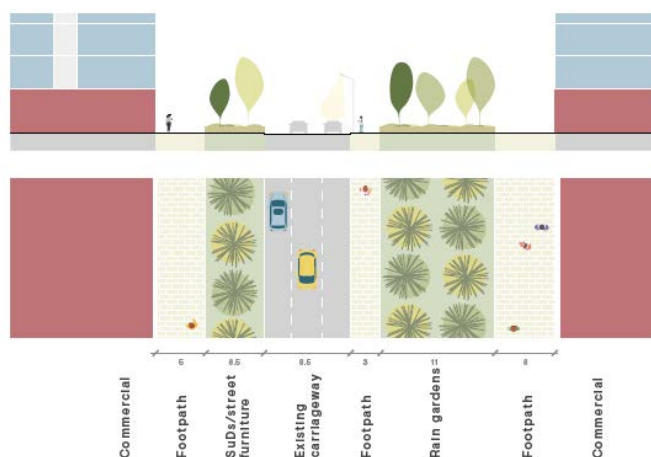
- A mixture of day and evening uses should be clustered around the proposed station entrance to animate these spaces from morning until night.
- A spill-out zone of up to 3m could be included to provide space for seating or small outdoor retail displays.
- Improved connections from the residential hinterland and commercial uses will permeability will re-instate connections between the residential hinterland and commercial uses.



Mixed use urban block - street character



Mixed use urban block - street character



DESIGN GUIDANCE

PUBLIC REALM AND OPEN SPACE

OKR 3 (Mandela Way)

Public Realm

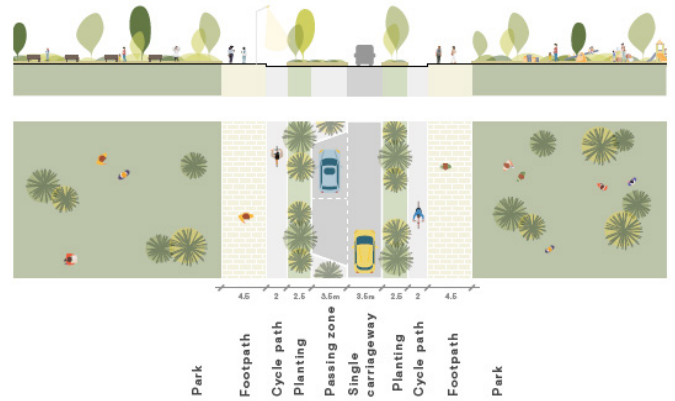
- Mandela Way street profile, will be wide enough to facilitate a double carriageway, urban greening buffer zone, a cycle path and widened footway to provide a sufficient area of public realm outside units.

Open Space

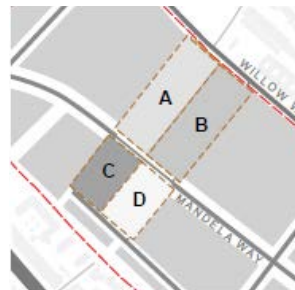
- Key open spaces must be designed to support varied activities that reflect their locations, surrounding uses, and their role in the wider open space network. Providing spaces for resting, socialising, active movement, formal and informal play as well as water play. Planting and lighting should be carefully considered / designed to provide a safe space for all.
- Mandela Way park – a similar scale to Bermondsey Spa gardens – will support neighbourhood life and well-being. – with a range of physical and social activities, including places for children to play, exercise, opportunities for food growing, and more formal spaces for local community events and gathering? The park should be designed to welcome the variety of activities proposed.
- Larger residential podium spaces could be a suitable location to include community growing spaces.
- Opportunity to explore a 'heritage walking trail' or a 'trim trail' with wayfinding and informative points that provide links between the spaces.
- Planting along streets and public spaces should support creating a network of green infrastructure that links to existing and proposed spaces.
- Residential streets should support interaction and SUDs.
- Surface water run-off should be managed as close to where it falls through the use of 'Sponge-City principles', a layered system that manages water by integrating roof, façade, street and public realm.
- There are a lot of mature trees on site - these should be maintained to give a sense of mature vegetation. Creating well established green links and pocket parks - enhancing the existing green infrastructure.

Street Experience

- The movement network will be improved to increase pedestrian permeability in particular from Marcia Road to Willow Walk providing connections to Bermondsey Spa Gardens.
- The movement network and street profile design must encourage people to walk and cycle with clear, continuous and accessible cycle and footpaths that connect to the surrounding cycling network. In particular a segregated cycle route along Mandela Way for ease of access for cargo bikes.
- Table junctions could be considered along Mandela



Mandela Way through the park



0. Current ownership



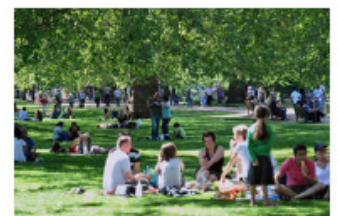
1. Potential initial delivery scenario



2. All four quarters of the park built



3. Mandela Way stopped-up at both sides of the park



Include different types of spaces for play and socialising



Traffic calming measure along Mandela Way could include raised crossings and planted chicanes through the park

Way and through the park to provide continuity at crossings for pedestrians and cyclists and to in turn reduce vehicular movement through the delivery of the park.

- In the short term before wider traffic improvements are completed and the park can be fully delivered, the width of the Mandela Way carriageway should be reduced through the park to a one-way vehicular route of max 3m width. Traffic control measures including table crossings or chicanes with urban greening, should be introduced through the park.
- The design of streets must reflect the street hierarchy diagram, character of the area and land uses. Providing a re-imagined primary servicing street and more local residential street.
- Increased connectivity to the high street from the residential hinterland.

OKR 4 (Dunton Road)

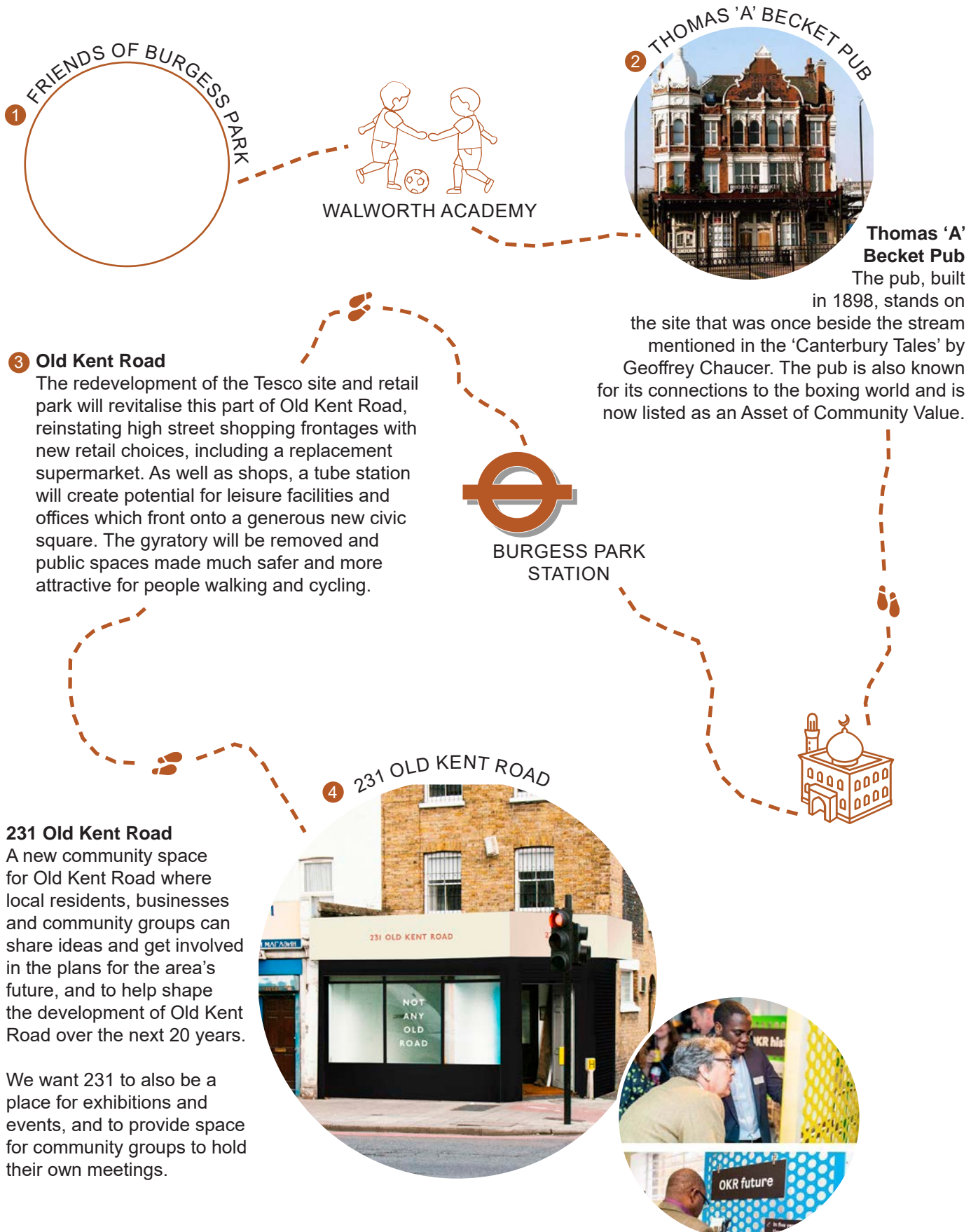
- Public realm
A more formal urban square that supports activity within the town centre.
- By providing a flexible space for spill-out retail facilities, and places to sit and dwell.
- Central tube zone- will give people a sense of arrival and welcoming.



New Urban Square

CONNECTING COMMUNITIES

The area around the north of Old Kent Road, from the entrance of Burgess Park to Bricklayers Arms through to Bermondsey Street is rich in community activity. The following journey takes us through some of the history of Old Kent Road as well as current high streets shops, faith buildings and schools. The new Burgess Park tube station will transform the lives of our residents, enabling quicker connections to central and west London and in turn bring economic benefits to Old Kent Road's businesses.





14

St Mary Magdalen
Bermondsey

13

Bermondsey
Central Hall
Methodist Church

15

Haddon
Hall Baptist
Church

Swan
Mead

Grange
Primary
School

12

11

Bermondsey
Spa Gardens

10

16

7

Boutcher C of E
Primary School

6

5

Harris Academy
Bermondsey

17

East Street
Surgery

4

Surrey Square
Primary School

19

Tesco

18

Surrey Square
Park

3

Burgess Park
Station

Walworth
Academy

2

Old Kent Road
Mosque & Islamic
Cultural Centre

Burgess Park

1

THE WILLOWS

6



Mandela Way Park

5

A new local park with pedestrian and cycle links for residents from Old Kent Road, East Street and Bermondsey Spa. A space for play, recreation, including lots of trees and other biodiverse greenery creating a tranquil environment, comfortable to sit and socialise or rest. The road leading up to the park will be redesigned from an industrial access route to a new wide treelined urban boulevard.

COMMUNITY ARTS STUDY CONSULTATION EVENT

7

BERMONDSEY SPA GARDENS

8



BOUTCHER C OF E PRIMARY SCHOOL

SET SPACE

9



KAGYU SAMYE LONDON TIBETAN BUDDHIST MEDITATION CENTRE

10



Tannery Arts Centre

Is the first, purpose-built, permanent home of a new studio and gallery space for two arts organisations that have been part of the borough's cultural scene for decades. Tannery Arts Centre has a strong community focus and is committed to engaging with local people every bit as much as the art world.

TANNERY ARTS CENTRE

11



GRANGE PRIMARY SCHOOL



17 SURREY SQUARE PARK



SURREY SQUARE
PRIMARY SCHOOL

16 PEMBROKE HOUSE



Pembroke House

Pembroke House provides residency, halls for community activities and chapel (now the Parish Church of St Christopher's, Walworth).

18 WALWORTH LIVING ROOM



East Street Surgery

14 EAST WALWORTH GREEN LINKS

East Walworth Green Links

Swan Mead Park, is one of the small parks on the scenic journey from Elephant & Castle to Burgess Park, that pedestrians and riders can take.

15 TOWER BRIDGE CARE HOME



BRICKLAYERS ARMS ROUNDABOUT



HADDON HALL
BAPTIST CHURCH



BERMONDSEY
CENTRAL HALL
METHODIST
CHURCH



13 WHITE CUBE ART GALLERY



12 BERMONDSEY ANTIQUE MARKET

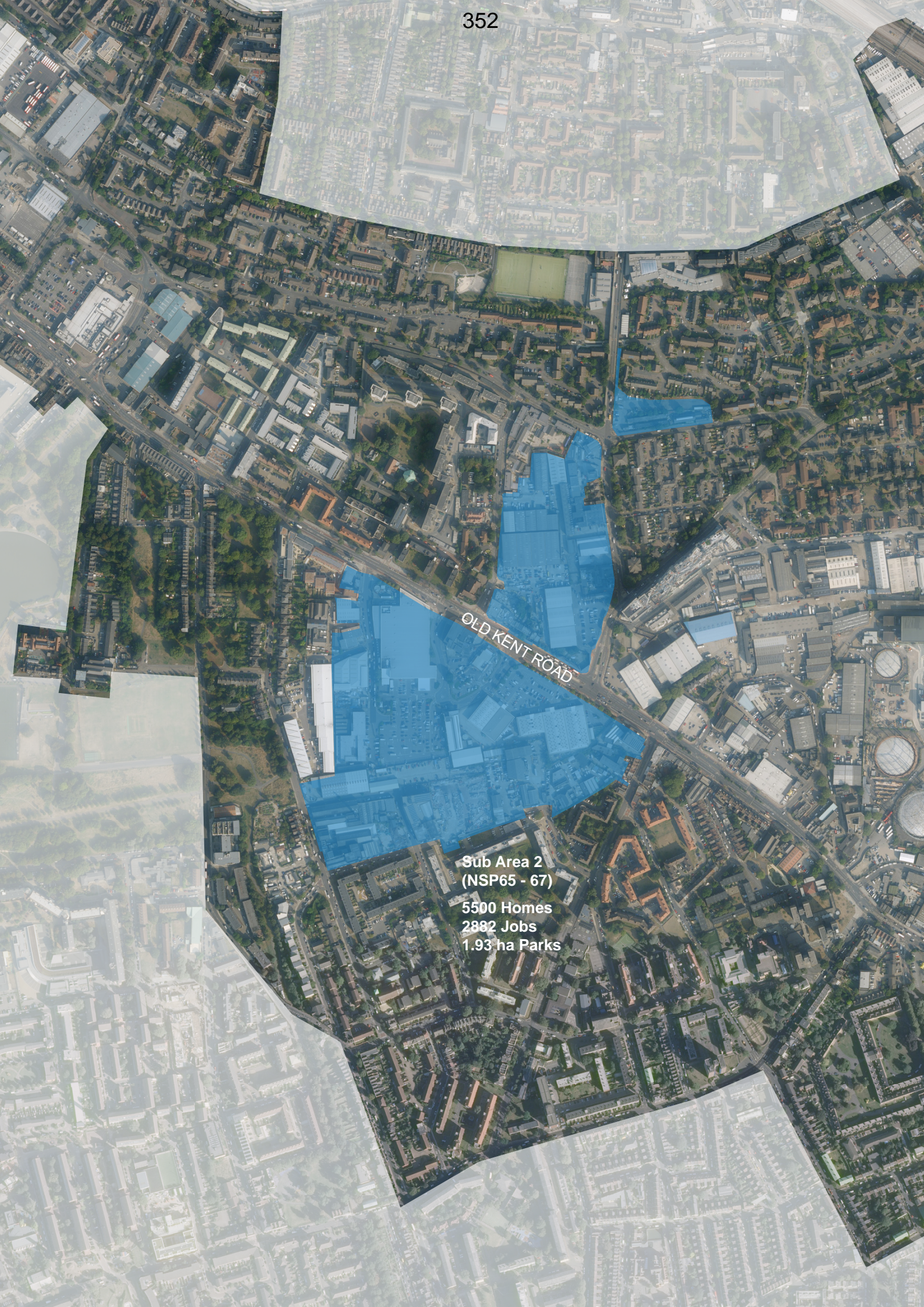


ST MARY
MAGDALEN
BERMONDSEY



SUB AREA 2

**CANTIUM RETAIL PARK
AND
MARLBOROUGH
GROVE**



OLD KENT ROAD

Sub Area 2
(NSP65 - 67)
5500 Homes
2882 Jobs
1.93 ha Parks

PAST

Prior to the arrival of the railways in the 1830s London expanded along its arterial roads including the Old Kent Road, which prior to the construction of New Kent Road in 1751 was known as Kent Road. The building of the Grand Surrey Canal reached the Old Kent Road in 1807. The canal did not spark the boom in industrial and housing development that had initially been predicted, and until the late 1820s the canal relied mostly on market gardening for business. As late as 1871, Cottage Farm and its associated fields occupied the site of what is now the Asda car park. Industries took advantage of the supply of water provided by the canal and links back to the Surrey docks including the gas works and timber yards.

The area is located above London's chalk aquifer, a source of clean water that drew drinking related industries to the Old Kent Road. A Mineral Water and Ginger Beer Manufactory was built at 12 Ossory Road in 1888 by John Mills & Sons Ltd. The same firm remained on the site for almost 100 years until 1966. The building which has been recently restored is in use today as a gin distillery. Together with the R White & Sons factory at Glengall Road which bottled lemonade as well as ginger beer, and of which the chimney and factory frontage onto Glengall Road/Bianca Road remain, tell the story of bottling factories that is locally significant. Historic floor surfaces comprising granite sets have survived in Livesey Place and the bottling factory on Ossory Road and the aspiration is to retain these in redevelopment. The area also had an early association with the creative industries, with the first sound recording studio in the UK established by Edison Bell on Glengall Road.

As the population increased, houses became more tightly packed, smaller, and more densely occupied. The North Camberwell Baths (see photo below) was built to provide the local population with somewhere to wash themselves and their clothes. The baths were bombed and destroyed in WW2. Prior to the outbreak of war in 1939, a number of local slums had been cleared and improved housing had been built, such as Northfield House. Each new home was required to have a domestic water supply with an internal bathroom. New housing meant that overcrowding was reduced and health improved as a result. The presence of so much industry and railway infrastructure resulted in the area being heavily targeted during the Second World War. Much of the war damaged housing was replaced either with new housing estates or industrial development.

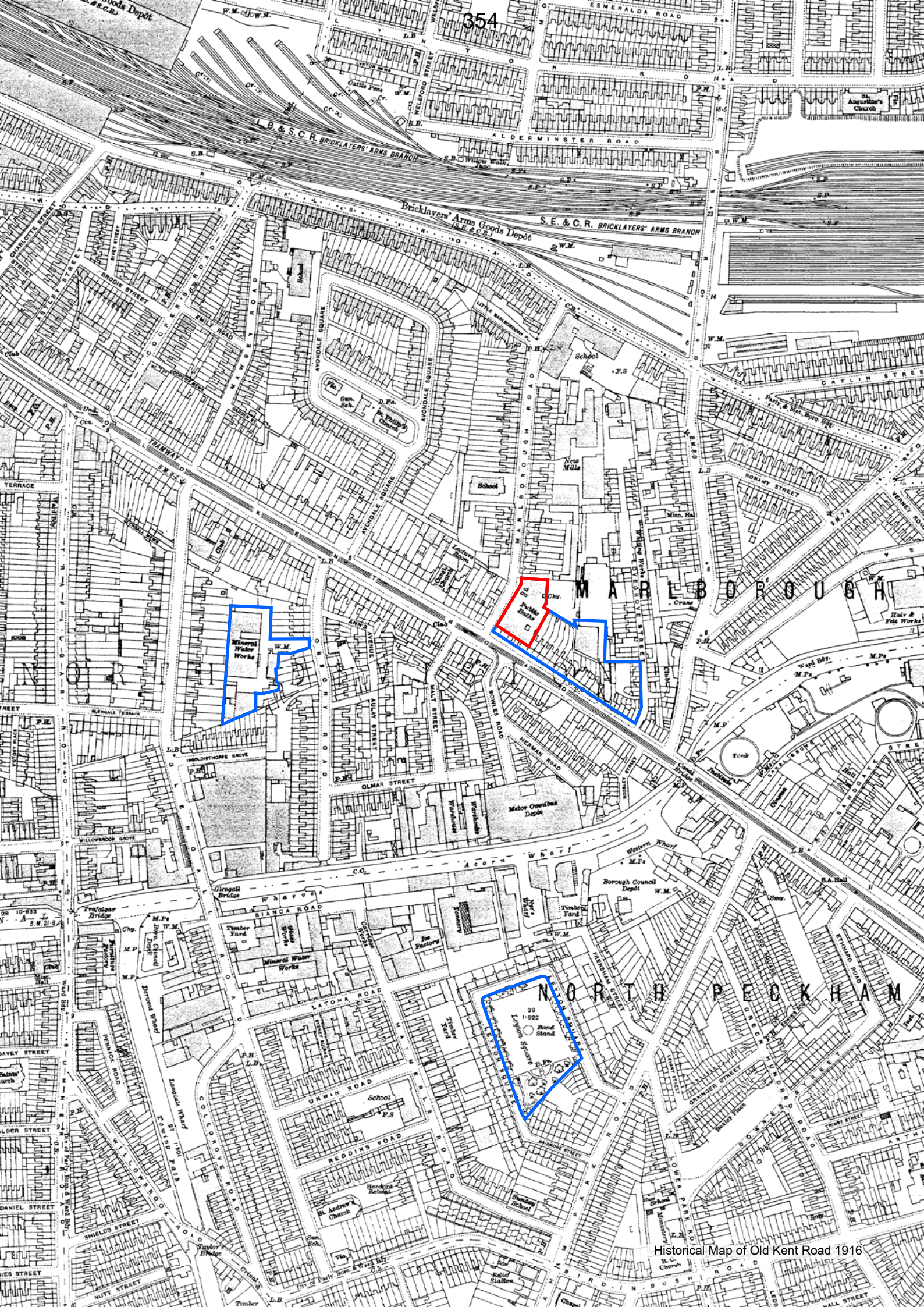
The canal was filled in during the early 1980s. The traces of the canal can still be seen in the retaining wall located at the rear of the Asda car park and in the rise of Glengall Road at its junction with Bianca Road and Old Kent Road at its junction with Bermondsey New Road where they once bridged the canal. Original canal wharf buildings are still in use at the Travis Perkins builders yard.

This part of London lacked park space and to address this Leyton Square was purchased by Camberwell Borough in 1898 for use as a public park. The park was subsequently protected by the London Squares Preservation Acts of 1908 and 1932. The original buildings that fronted Leyton Square were demolished in the early 1950s and replaced by the Friary and Unwin Estate. The square remains a public park.



North Camberwell Baths, 59 Old Kent Road

- The red line on the Historical Map outlines the location of the image of the Old Kent Road.
- The blue line on the Historical Map outlines the location of present day Old Kent Road.



PRESENT

The OKR10 area of the Old Kent Road is dominated by the Cantium Retail Park and Asda superstore. Behind the retail park is a mix of builders merchants, a self storage business, small manufacturers, Southwark Council depots and artists' studios including Space Studios on Latona Road. A new industrial estate has been built at Glengall Road on the site of an old patent safe manufactory and this is in part occupied by the arts industry which has a significant presence in the area in terms of production, storage and distribution. It is estimated that 1,197 people are employed within OKR10.

Whilst the Surrey Canal has been infilled, the arrangement of property boundaries along its alignment limits direct access to the Old Kent Road from the residential and business communities to the south on the Friary and Unwin Estate and on Latona and Bianca Road. The masterplan for the area seeks to address this by creating new town centre links through to OKR10 to better enable local businesses to connect with each other and the wider residential communities.

On the north side of the Old Kent Road OKR11 comprises a city block bound by the Old Kent Road, St James's Road, Rolls Road and Marlborough Grove. The Grade 2 listed Phoenix Primary School, which has been on this site in various forms since the late 19th century occupies both sides of Marlborough Grove. The centre of the block is dominated by the Six Bridges Industrial Estate and the Selco Builders Merchants (on the site of an old brewery). The industrial estates are fully occupied by a mix of builder's merchants, trade counters and arts distribution/storage businesses which employ over 200 people.

The area has always had a mix of industrial and residential uses. The early Victorian housing along the Old Kent Road (see photo below) and on St. James's Road survive. The historic Camberwell Baths have been replaced by a new residential development called The Bath House. There isn't any public access across the OKR11 site at present, something the masterplan seeks to deliver to provide better connectivity to the high street.

The servicing of the Six Bridges Estate along Marlborough Grove is shared with the Phoenix Primary School, and the masterplan aspiration is to change this arrangement to the benefit of the school and future industrial uses by separating the servicing. The walls that enclosed the railway sidings are visible along the northern edge of Rolls Road and north of its junction with Rolls Road, St James's Road rises onto the bridge that originally carried it over the Bricklayers Arms railway sidings.

On the southern end of St James's Road there is an old varnish and "Japan" factory, now sub divided into small business units which sits opposite the Bermondsey Works residential and school development. Heading north along St James's Road this is followed by a series of mid 20th century factory buildings, one of which has been converted to flats and a surviving Victorian residential terrace. The eastern side of St James's Road comprises the sub urban low rise Southwark Council estate development of the 1980s.

At OKR12 the horse stable, horse hospital and forge that served the Bricklayers Arms railway sidings have survived intact and are subject to an article 4 Direction. The masterplan seeks to retain these buildings and reuse them as workspaces.

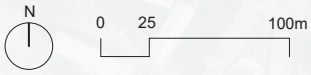


Location of North Camberwell Baths, 59 Old Kent Road

— The red line on SA2.1 outlines the location identified on 1916 Historical Map, which in present day 59 Old Kent Road

KEY

Approximate Scale: 1:4000



- Site Allocations
- Pre-2021 Adopted Conservation Area
- Adopted Conservation Area 2021
- Grade II Listed Building
- Locally Listed Building
- Building and Features of Townscape Merit
- London Squares Identified in the London Square Preservation Act 1931



FUTURE

OKR 10 | LAND BOUNDED BY GLENGALL ROAD, LATONA ROAD AND OLD KENT ROAD



11.1ha
site area



41
businesses



913
jobs



4,800
homes



2,350
jobs



3
parks



homes



TBC
jobs

Existing

Development Capacity

Completed 2025

Site Allocation Masterplan

Redevelopment will transform the retail warehouses and car parks to a new network of parks, streets and squares allowing for ease of movement through this large site. There will be new shops, restaurants, café, community spaces, art galleries and a cinema on the high street as well as in quiet streets and spaces next to parks. The retail uses on the site such as Pets at Home, B&Q and Halfords will be reinvented in a new high street format. Similarly, the Asda store will be retained with new homes above. There will be 3 new parks, including a linear park through the entire site which follows the alignment of the Surrey Cana and into Burgess Park. Offices and studio workspaces will be located above the shops and below new homes on the high street frontage. Beyond the high street and along Ossory Road, the site will continue to be home to a range of industrial businesses. These will be mixed with new homes alongside or above bespoke designed workshops.



Site Requirements (also see NSP66)

- Redevelopment must:**
- Provide new homes (C3); and
 - Provide retail uses on the Old Kent Road frontage to activate the high street; and
 - Provide leisure, arts, community uses or cultural uses; and
 - Provide at least the amount of floorspace (E(g), B class) currently on the site which is consistent with the building and land use shown in Figure SA2.3 ; and
 - Provide open space including the Surrey Canal Linear Park and the pocket parks at Asda and McDonalds

- Redevelopment of the part of the site must:**
- which is designated as a Locally Significant Industrial Site (west of Ossory Road)**
- Provide new homes (C3); and
 - Provide industrial uses including (light industrial (E(g)(iii)) and warehouse/distribution (B8))

Heritage: The site includes the Grade II listed mural depicting the history of Old Kent Road and is in proximity of Grade II listed buildings on Glengall Road. The site contains buildings and features of townscape merit and two chimneys of historic interest. Development should enhance the setting of the adjacent Glengall Road Conservation Area. The western part of the site lies within the Borough View of St Paul's Cathedral from One Tree Hill, and Tier Three tall buildings in this location are respective of the viewing cones.

Phasing:

- Several planning applications have been approved for mixed-use schemes on the site and are expected to be delivered by 2030s (BLE Phase 1), see table for more detail.



KEY

Approximate Scale: 1:4000

N

0 25 100m

- Built
- Under Construction
- Planning Permission
- New Building
- Communal Amenity Space
- Public Open Space
- Hard Landscape
- Footpath
- Road
- Proposed Bakerloo Line Extension Station

SITES | OKR 11

MARLBOROUGH GROVE AND ST JAMES'S ROAD



4 ha
site area



21
businesses



238
jobs



1,200
homes



472
jobs



2
parks



homes



TBC
jobs

Existing

Development Capacity

Completed 2025

Site Allocation Masterplan

The Six Bridges estate will be transformed to a mix of industrial distribution warehouses below new homes which will directly service central London.

Marlborough Grove itself will be partially closed and entirely transformed from a busy service route to a calm and well designed public open space. It should have a particular focus on linking the two Phoenix School sites together in a safe and well designed environment, which incorporates sport and play facilities and wildlife or ecology habitats.

A new "Six Bridges Park" will be created encouraging an easy and safe walking route between Marlborough Grove to and St James's Road.



Site Requirements (also see NSP56)

- Redevelopment must:**
- Provide new homes (C3); and
 - Replace existing employment floorspace and provide a range of employment spaces which is consistent with the building and land use types shown in Figure SA2.3 ; and
 - Provide retail uses on the Old Kent Road frontage; and
 - Provide frontages on the Old Kent Road through provision of retail, and or community uses with business above; and
 - Provide land for closing the central part of Marlborough Grove and providing open space, sports and play, for use of Phoenix Primary School and surrounding neighbourhoods; and
 - Provide a new park between 6,455m² the Selco and Six Bridges estate sites .

Heritage: There is an eclectic collection of existing buildings on the site that should be retained and selectively redeveloped. This should maintain a sense of the finer grain of the area that existed in the past and allow an open aspect for the new park. These existing buildings include the Georgian terrace adjacent to the new "Bath House" at 541-553 Old Kent Road, the old varnish and "Japan" factory at 328-324 St James's Road, the Victorian terrace at 282-292 James's Road and the 1930s Chevron office buildings (now in residential use) at 294-304 St James's Road.

At 324-328 St James Road, there are a number of buildings of architectural and historic merit identified. The southern range of buildings should be retained as well as part of the northern range as identified on the masterplan.

The retained buildings should remain in commercial use, and the redevelopment of adjacent buildings should be integrated with them to create a "working" courtyard character that promotes permeability through the site



Sub Area 2 - Andrew Holt Photography

Phasing: A student housing scheme on the old petrol station site at 272 St James's Road is currently under construction which will accommodate 250 student bed spaces and a retail unit. Development will happen incrementally on the remainder of the site, but will in part be determined by the need to find temporary premises for the larger business uses in the Six Bridges Estate and by leasehold reversions. The former Lobo factory site on St James's Road is expected to come forward for development in the mid 2020s (BLE Phase 1). The sites along St James's Road are identified as Phase 1 developments and currently subject to a series of pre application discussions and are likely to come forward by mid 2020. Development on the remainder of the site, including Six Bridges, the adjacent warehouses and the Selco depot could take place in the late 2020s and early 2030s (BLE Phase 2).

SITES | OKR12

FORMER SOUTHERN RAILWAY STABLES



0.6
site area



2
businesses



8
jobs



60
homes



59
jobs



1
park

Existing

Development Capacity

Site Allocation Masterplan

The Stables will deliver a mix of employment and housing in a development which retains the existing character of the site. The mix of uses will include new offices, studios or light industrial uses in the retained buildings, with residential flats around. There will also be a new open space which could be a community garden or used for food growing. A new green link alongside the railway bridge will link to Quietway 1.



Site Requirements (also see NSP56)

- Redevelopment must:**
- Provide at least the amount of floorspace (E(g), B class) currently on the site and
 - Provide improved and publically accessible open space totalling - 795m².
 - Retain and integrate the existing heritage assets, including the old forge and stables.

- Redevelopment should:**
- Provide new homes (C3)

- Redevelopment may:**
- Provide leisure, arts, culture or community uses

Heritage: The stables and forge buildings, including their boundary wall on Catlin Street to the north should be retained and integrated into new residential development. The forge is still fully functional and should be retained and reused as such. There are extensive granite sets throughout the site and where possible these should be retained or reused in any redevelopment. There is an Article 4 Direction covering Southern Stables. This restricts the demolition of the Stables and the Forge on Catlin Street without planning permission.

Phasing: The existing business and forge are considering relocating and the site is expected to become available for development in the mid 2020s (BLE Phase 1).

There will be a two-part phasing to the site, with the potential to occupy the old forge and stables with commercial floorspace ahead of the redevelopment of the remaining site.

SITES | COMPLETED, UNDER CONSTRUCTION, PLANNING PERMISSION



	Development	Homes		Employment (sqm GIA)		Date
		Total Homes	Affordable units	Total non-residential	Affordable workspace	
	Schemes Completed					
1	262 - 272 St James's Road *	83	PIL	95	0	
2	49 - 53 Glengall Road	170	154	3,716	0	Jan 2024
	Schemes Under Construction					
3	Malt Street Regeneration Site (Phase 1 and 2)	689	273	7,000	451	
4	Nye's Wharf, Frensham Street	153	54	1,193	131	
5	Land at Cantium Retail Park, 520 Old Kent Road	1,113	0	10,819	556	
6	43 - 47 Glengall Road *	225	PIL	2,375	238	
7	14 - 22 Ossory Road	71	21	1,040	144	
	Schemes with Planning Permission					
8	Malt Street Regeneration Site (Phase 3)	611	Subject to RMA	7000	451	
9	57 Glengall Road	9	N/A	750	0	
10	3 - 5 Latona Road	10	0	0	0	
11	596 - 608 Old Kent Road	372	115	4,322	219.3	
12	8 - 10 Ossory Road	117	61	421	0	
13	54 - 80 Ossory Road	0	0	3,500	0	
14	16 Peckham Park Road	5	0	113	0	
15	95 Haymerle Road	37	12	623	62.3	
16	294 St James's Road	15	4	386	0	
	TOTAL:	3,680	694	42,603	2,252.6	

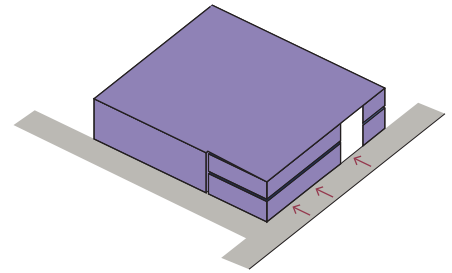
BUILDING TYPOLOGIES AND LAND USES

Below are a variety of typologies and land uses, which could be utilised to deliver the intensification of housing and employment across the area. Further details are set out in the Design policy in part 1 of the AAP.

STACKED INDUSTRIAL: Standalone Large Industrial Storage and Distribution Units

Is a building typology aimed at providing industrial intensification of larger industrial units, through the stacking of units across multiple floors. Ceiling heights should be at least 6-8m and ideally 10m-13m for larger units. Units should have square proportions and provide predominately column free space with large clear spans. There should be sufficient space for on-site servicing and storage to accommodate the requirements of units. The internal layout can be modular to provide adaptable floorplates to meet the requirements or a range of commercial occupiers.

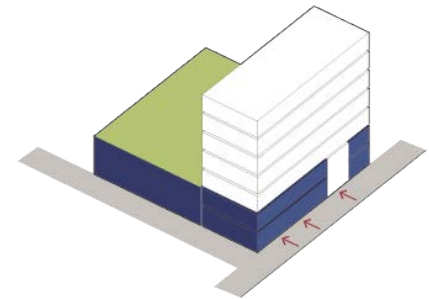
Suitable uses: *Storage, wholesale, distribution, depots*



VERTICAL MIX: Medium-Large Storage and Distribution Units

Industrial co-location by stacking residential on top of Medium-large storage and distribution units (B8). Large units vertically co-located with residential will require larger floor to ceiling heights to accommodate internalised HGV servicing, ideally between 9-12m. The number of columns should be minimised and there should be sufficient space for on-site servicing and storage. The frontages around blocks provide scope for two storeys of commercial space which can be used for offices, showrooms and studios. Residential amenity areas can be located on the rooftop.

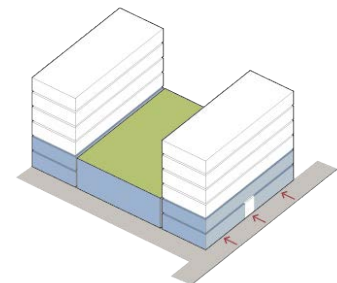
Suitable uses: *Storage, wholesale, distribution, light industrial depots within the central spaces*



VERTICAL MIX: Small Industrial Units

Industrial co-location by stacking residential on top of light industrial floorspace / workshops (B2). Double height spaces of 6-8m can be accommodated within the centre of blocks. Units would typically be 150-200m². Mezzanine levels can be provided around key frontages to be used for offices, showrooms and studio spaces that are ancillary to the commercial floor space. Smaller scale commercial floorspace can be provided across both the ground and first floor level beneath residential but should enable efficient access to the servicing yards through the appropriate location of the goods lifts. Basement levels, where appropriate should be utilised to accommodate residential servicing, storage or commercial uses.

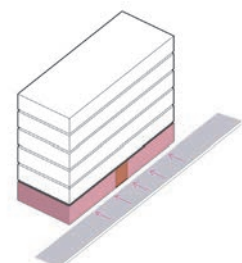
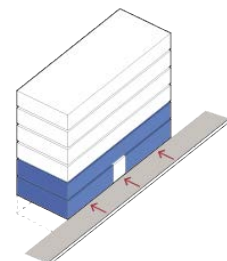
Suitable uses: *Light industrial uses and maker spaces within the central space*



VERTICAL MIX: Small Office / Studio / Retail

Industrial co-location by stacking residential on top of office / studio units or retail floor space. Workspace will be provided at ground and first floor. Ground floor ceiling heights should be a minimum of 4m. Basement levels should be utilised to accommodate residential servicing, storage or commercial uses where appropriate. Where there are large retail units provided at ground floor, these will be double height and served by generous footways.









Suitable uses: *Artists' studio and office space*

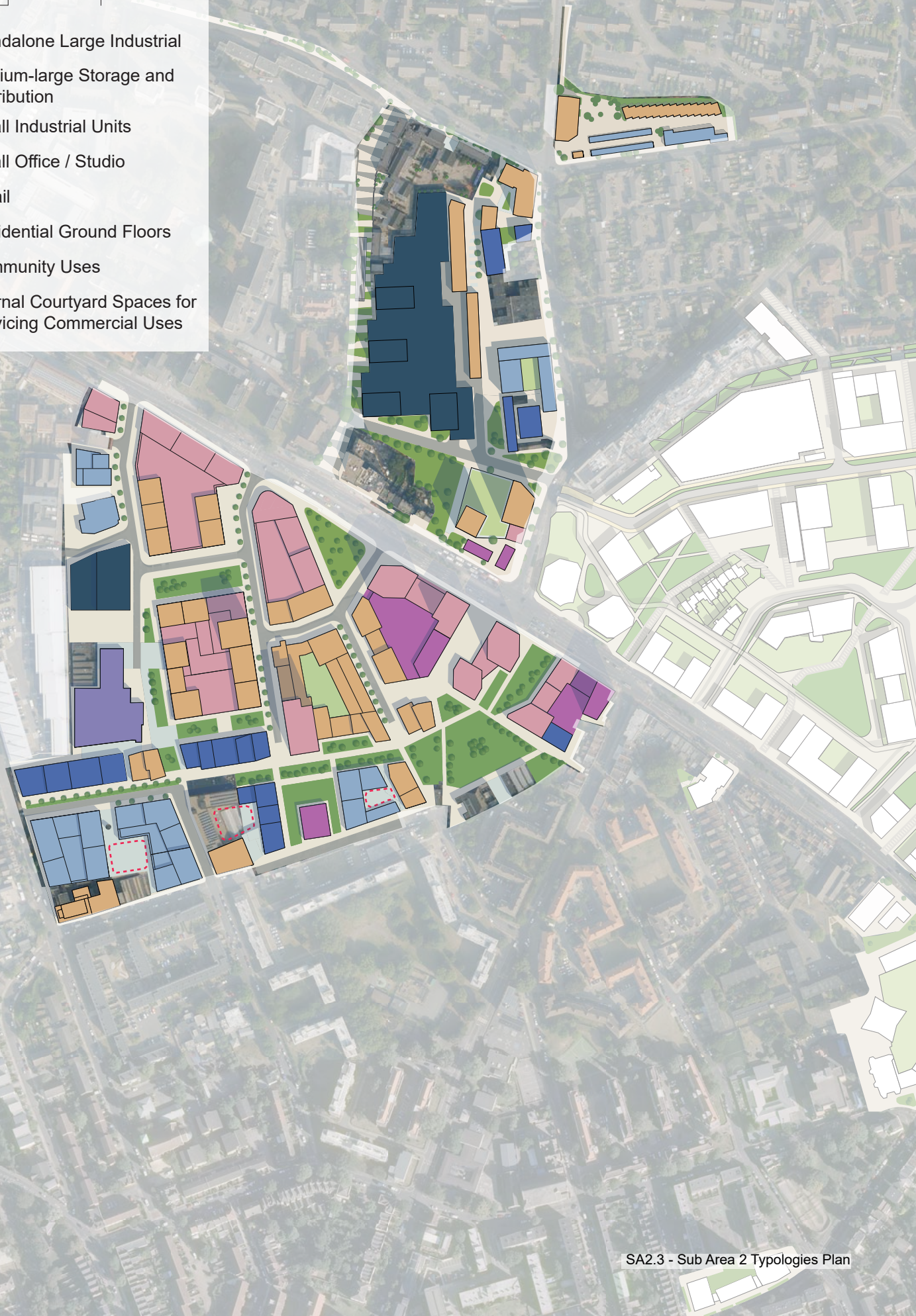


KEY

Approximate Scale: 1:4000



-  Standalone Large Industrial
-  Medium-large Storage and Distribution
-  Small Industrial Units
-  Small Office / Studio
-  Retail
-  Residential Ground Floors
-  Community Uses
-  Internal Courtyard Spaces for Servicing Commercial Uses



SERVING AND ROAD NETWORK

Servicing

Within OKR10 to the north and south of the Surrey Canal Park the proposed mixed use perimeter blocks should have servicing consolidated off street within the blocks. Servicing access across the Surrey Canal Park should be minimised. Latona, Haymerle and Bianca Roads will provide a primary service route for their associated commercial uses. To the north of the park Ossory Road will provide a principal service route for the businesses located along it. Within OKR11 the primary servicing routes for the Six Bridges Estate will run between the south end of Marlborough Grove to St James Road, and then back to the Old Kent Road avoiding the Phoenix primary school.

Road network

Primary Servicing Routes

Malt Street

There will be a one way loop entering Olmar Street from the Old Kent Road and exiting from Malt Street back onto the Old Kent Road providing service access to the Cantium Retail Park and Malt Street re-developments.

Ossory Road, Glengall Road and Bianca Road

Ossory Road will remain a two-way street with new walking and cycling connections to Bianca Road to the south. The private access road in the Glengall Industrial Estate connecting Glengall Road to Ossory Road has no public right of way and will be retained for access only.

Bianca and Haymerle Roads will become one way east bound from Glengall Road to the junction with Latona Road. Latona Road will remain two way working.

Bianca Road will have a cycle lane contra flow to allow bicycles to travel to and from the Surrey Canal Park and onto Cycle Route 35 to Walworth and Peckham.

Space Studios on Haymerle Road is currently serviced partly on street and partly from a secure open yard space on the proposed alignment of the Surrey Canal Park. The yard space is an essential part of the operation of the business. In the longer term it may be possible to relocate the yard as part of a shared courtyard facility within the Berkeley Homes Malt Street scheme. In the shorter term we will explore with Space Studios ways that the existing yard can be integrated into the landscaping of the Surrey Canal Park and provide “windows into work” to allow for the display of works produced in the Studios.

Residential Streets

Latona Road and Frensham Street

There will be a new section of road connecting Frensham Street to Latona Road to enable efficient servicing of the residential blocks south of the Surrey Canal Park but this will be for access only, rather than a through route. Similarly, there will be a new one-way service access from Frensham Street to Livesey Place to enable servicing access of the Civic and Livesey site and the new Surrey Canal Park. These new access roads should be built to adoptable standards.

Marlborough Grove

Marlborough Grove will be partially closed to vehicular traffic in its mid section to create space for a park outside the Phoenix primary school and to enable the removal of heavy goods vehicles from the road. A section of two-way working from the junction with the Old Kent Road will provide service access to the Six Bridges Estate and Avondale Housing Estate. This principle servicing route will continue through to St James Road.

Town Centre Links

Will be provided to the south along the new linear park directly connecting proposed residential and business communities to the high street. A North / South route is proposed within OKR11 through the six bridges industrial estate to connect the existing residents to the north with Old Kent Road and emerging development in OKR10.



Peckham Park Road

KEY
Approximate Scale: 1:4000

N

0 25 100m

- Primary Servicing Routes
- Residential Streets
- Town Centre Links

PARKS AND RECREATION

This part of the masterplan delivers the spine of the Greener Belt Strategy, comprising the Surrey Canal Park that runs along the alignment of the old canal linking Burgess Park to the Old Kent Road. This will provide safe walking and leisure routes for children and families and will connect existing local park spaces to each other including those at Leyton Square and Glengall Wharf Gardens.

Surrey Canal Park and Frensham Street Park (OKR10)

The character of the park will vary along its length reflecting the uses that open onto it and the spaces that open off its central spine. Broadly these are characterised under the themes of ‘work, rest and play’.

- **Work:** The west of the park at Bianca Road adjacent to Space Studios will allow the process of making art to spill into the park space and be seen. Consequently there will be provision within the landscape design for temporary art display space.
- **Rest:** The landscaping throughout the park will be designed to encourage rest, reflection and respite from the city.
- **Play:** To the east of the park the council owned Frensham Street depot will be transformed providing spaces to play games and for community growing. Three historic depot buildings will be retained and repurposed to provide public toilets, storage for park maintenance and gardening tools and a café/community use. To encourage biodiversity and educational opportunities for local schools a dipping pond will be provided, which will form part of the parks sustainable urban drainage system. A fitness trail will be designed into this part of the park encouraging health and wellbeing.
- As the park will be delivered in sections as associated development sites are built out, and the order in which they are delivered cannot be controlled temporary links should be provided where possible between the completed sections where they aren't contiguous.

To the north and south of the Surrey Canal Park, internal courtyard spaces within the perimeter blocks of new buildings will create attractive workplace environments and enable off street servicing. Along the Old Kent Road frontage existing trees will be retained and new trees will be planted. Local residents enjoy communal amenity spaces which act as grassy ‘rooms’ along the length of the Old Kent Road such as in the Avondale Estate opposite Asda. This will be replicated in new development, including on the Asda site which will complement the existing character of Old Kent Road.

Marlborough Grove (OKR 11)

The road will be partially closed in its mid section and repurposed as a play/sports/nature space for the Phoenix Primary School and wider community. This will continue to allow service access to the primary school and Avondale Estate. We will replace the wide asphalt pavement on the Rolls Road boundary with the Avondale Estate with rain gardens to encourage biodiversity and deliver sustainable urban drainage.

A new north-south connection and park called “Six Bridges Park” will be created on the historic alignment Lovegrove Street adjacent to the completed Livesey Exchange (LEX).

The Stables (OKR12)

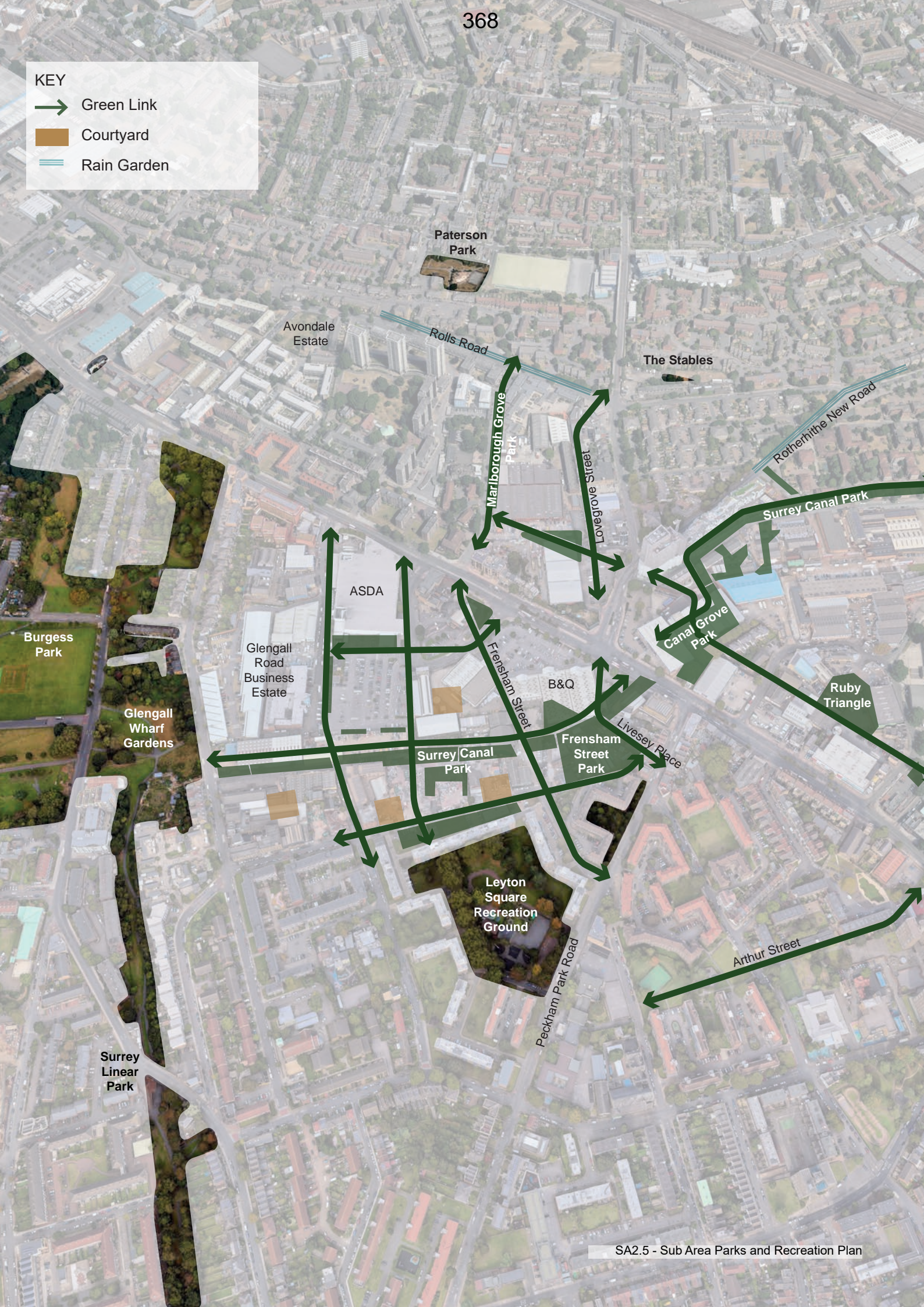
The open space at the centre of the site that was previously used to exercise horses kept at the stables will become publicly accessible. In addition a new pedestrian and cycle link to Cycleway 1 will be created adjacent to the old Bricklayers Arms railway bridge. In addition to the retention of the stables buildings features from the sites historic use including a weigh bridge, horse trough, lamp columns and the granite sets should be integrated into the sites redevelopment.

KEY

→ Green Link

■ Courtyard

≡ Rain Garden



Paterson Park

Avondale Estate

The Stables

Rolls Road

Marlborough Grove

Lovegrove Street

Rotherhithe New Road

Surrey Canal Park

Canal Grove Park

Ruby Triangle

ASDA

Glengall Road Business Estate

B&Q

Frensham Street Park

Livesey Place

Surrey Canal Park

Leyton Square Recreation Ground

Peckham Park Road

Arthur Street

Burgess Park

Glengall Wharf Gardens

Surrey Linear Park

BUILDING HEIGHTS GUIDANCE

The masterplan axonometric opposite shows the proposed and consented building heights within the sub area. Development in this sub area has been set out in the masterplan so that Tier One, Two and Three buildings sit outside the view cone of the protected local view from Nunhead Cemetery, which passes over the western portion of OKR10.

Glengall Road, Latona Road and the Old Kent Road (OKR10)

In line with the stations and crossings strategy, the scale of development here is greatest at the “crossing” where Peckham Park Road and Rotherhithe New Road meets the Old Kent Road. Building heights then reduce towards the west of OKR10 and the masterplan boundary with the Glengall Road conservation area and Burgess Park. The key elements of the building heights strategy in OKR10 are:

- Tier One buildings should be located towards the Old Kent Road along the north side of the Surrey Canal Park;
- To the south of the park, buildings should be of a lower scale of between eight and 15 storeys, in order to ensure that the park is not harmfully overshadowed and that the scale of development steps down towards the Friary Estate to the south of the masterplan to avoid harming the amenity of the estates residents;
- In Ossory Road buildings should be no more than 10-11 storeys to the north of the service road to the Glengall Business Centre, dropping to 8-9 storeys to the south of the service road, to avoid harming the setting of the Glengall Road conservation area and the amenity of the residents at Glengall Road and the Old Kent Road.

Marlborough Grove and St James’s Road (OKR11)

The scale of development will be highest towards the Old Kent Road at the “crossing” of the junction of Rotherhithe New Road with the Old Kent Road reducing in scale towards the Phoenix primary school and the residential communities to the north of the site. The key elements of the building heights strategy here are:

- A ‘Tier One’ tall building is proposed near the crossing of Rotherhithe New Road and the Old Kent Road. This should be set back from the Old Kent Road to provide space between it and the Tier 1 tall buildings planned on the south side of the Old Kent Road in OKR10. Three tall buildings are planned on a podium on the Six Bridges Estate which will reduce in height south to north from Tier 2 to Tier 3. The northern edge of the site will not have development on the podium to avoid overshadowing and overlooking of the Phoenix primary school;
- The heights of buildings fronting onto St James’s Road will reduce heading north from the junction with Rotherhithe New Road from 10 storeys to 6 storeys. Buildings behind the street frontage towards the centre of the site can range from 12 to 8 storeys in height.

Former Southern Railway Stables (OKR12)

- The tallest building proposed will be six storeys and located to the corner of the site where Catlin Street, Rolls Road and St James Road intersect.
- A terrace of 3 storey houses is proposed to the rear of the the retained stables buildings.



DESIGN GUIDANCE

IDENTITY AND CHARACTER

OKR 10 (Land Bounded by Glengall Rd, Latona Rd and Old Kent Rd)

Built Form

- The built form will provide podium development typologies which should be aligned to create a new linear park. Ground floor uses will directly relate to the new open space.
- Buildings that front on to Surrey Canal park in should provide activation and natural surveillance.
- Development at LSE and Glengall Road has started to delineate the location of the linear park, and this will become more evident as the Malt street construction progresses.

Character / Detailed Design

- Change in character from east to west along Surrey Canal Park to aid navigation.
- Whilst the predominant building materials throughout will be brick and stone, the buildings along the high street should provide a positive addition to the southern edge of Old Kent Road.
- To the west, architecture should respond to the retained structures around Latona Road (including the bottling factory on Ossory Road, the chimneys and the space studios building). They should have a more industrious character with a solid and robust appearance, that reflects the characteristics of the retained features and buildings.
- Buildings fronting onto Old Kent road will reinstate the 'High Street' character with new double height (4m) shop fronts.
- The bottling factory has been retained and renovated, preserving the existing characteristics of the building and now provides a variety of commercial floorspace.

OKR 11 (Marlborough Grove and St James's Road)

Built Form

- Buildings in this area will need to respond to two very different scales of development, with a strong contrast between the super block of the rebuilt Six Bridges estate and the finer grain of the historic buildings to be retained on St James' Road. The large scale industrial mixed-use building at Six Bridges Estate should:
 - Be broken down according to an appropriate rhythm and proportionality to avoid monotonous frontages;
 - Be wrapped in more active, smaller scale units to provide activity and vibrancy;
 - Be designed to reflect the functional,

industrious uses within, using materials like brick, concrete and natural coloured metal; and
 - Be designed to externally express the residential uses on the upper floors as being distinct from the commercial uses on the lower floors.

- To the south, the buildings that front onto Old Kent Road will reinstate the 'High Street' character with new double height shop fronts.

Character / Detailed Design

- The architectural design of development in the area should assist in breaking up the composition of the massing to sensitively transition to the lower scaled surroundings.
- There are a number of existing buildings on the site that should be retained and selectively redeveloped.
- New development in particular along the St James's road frontage and adjacent to the school should maintain a sense of the finer grain of the area that existed in the past and allow an open aspect for the new park.

OKR 12 (Former southern railway stables)

Built Form

- New buildings on the site should provide a sensitive addition to the site, reflecting the finer grain of the locally listed Old forge and stables which should be retained within the development of the site.
- Buildings should be located at the corner and to the rear of the site, to preserve the character and setting of the heritage assets.
- Heights should provide a sensitive transition to the lower scaled surrounding and existing buildings on the site. Minimising overlooking, daylight / sunlight impacts to the residents of Stevenson Crescent.

Character / Detailed Design

- Preserve the character and historic significance of the existing buildings on the site. including (cobblestones, stables)
- The site lends itself to favour small floorplates
- The architectural design should be reflective of the retained characteristics on the site, with a robust industrious character. Features could be detailed in stone or metal.

GROUND FLOOR STRATEGY

- **Servicing**
- A consolidated servicing strategy should be provided across the landownerships to make effective use of the sites capacity. Providing off-street servicing.

OKR 11 (Marlborough Grove and St James's Road)

Uses

- Development should reinforce the high street to provide a new part of the town centre.
- Phase 1 of the civic and Livesey community building currently provides a positive addition to the high street, facilitating creative uses.
- The retained buildings should remain in commercial use, and the redevelopment of adjacent buildings should be integrated with them to create a 'working' courtyard character that promotes permeability through the site.

OKR 12 (Former southern railway stables)

Uses

- Level changes across the site would need to be addressed, provided sufficient activation from the commercial uses at lower levels



PUBLIC REALM

OKR 10 (Land Bounded by Glengall Rd, Latona Rd and Old Kent Rd)

Public Realm

- Central open space, which runs through the allocation to create a linear park connection from the south of Old Kent road to the north.
- Opens up to a larger public space by ...
- Creating greening opportunities along the high street, utilising previous car packed hard landscaping.

Open Space

- Continue the linear open space from Surrey Canal Park / Burgess Park to create the links proposed in the 'Greener Belt Strategy'

OKR 11 (Marlborough Grove and St James's Road)

Public Realm

- A new route should be provided through the site, to enhance pedestrian and leisurely cyclists links to the town centre along Old Kent road.

Open Space

- A new open space is to be provided just behind Old kent road.

OKR 12 (Former southern railway stables)

Public Realm

- Aspects of the historic wall should be retained and integrated into the design of frontages.

Open Space

- A new public open space should be provided at the centre of the site with the introduction of back gardens to the mews development backing onto the existing residents.

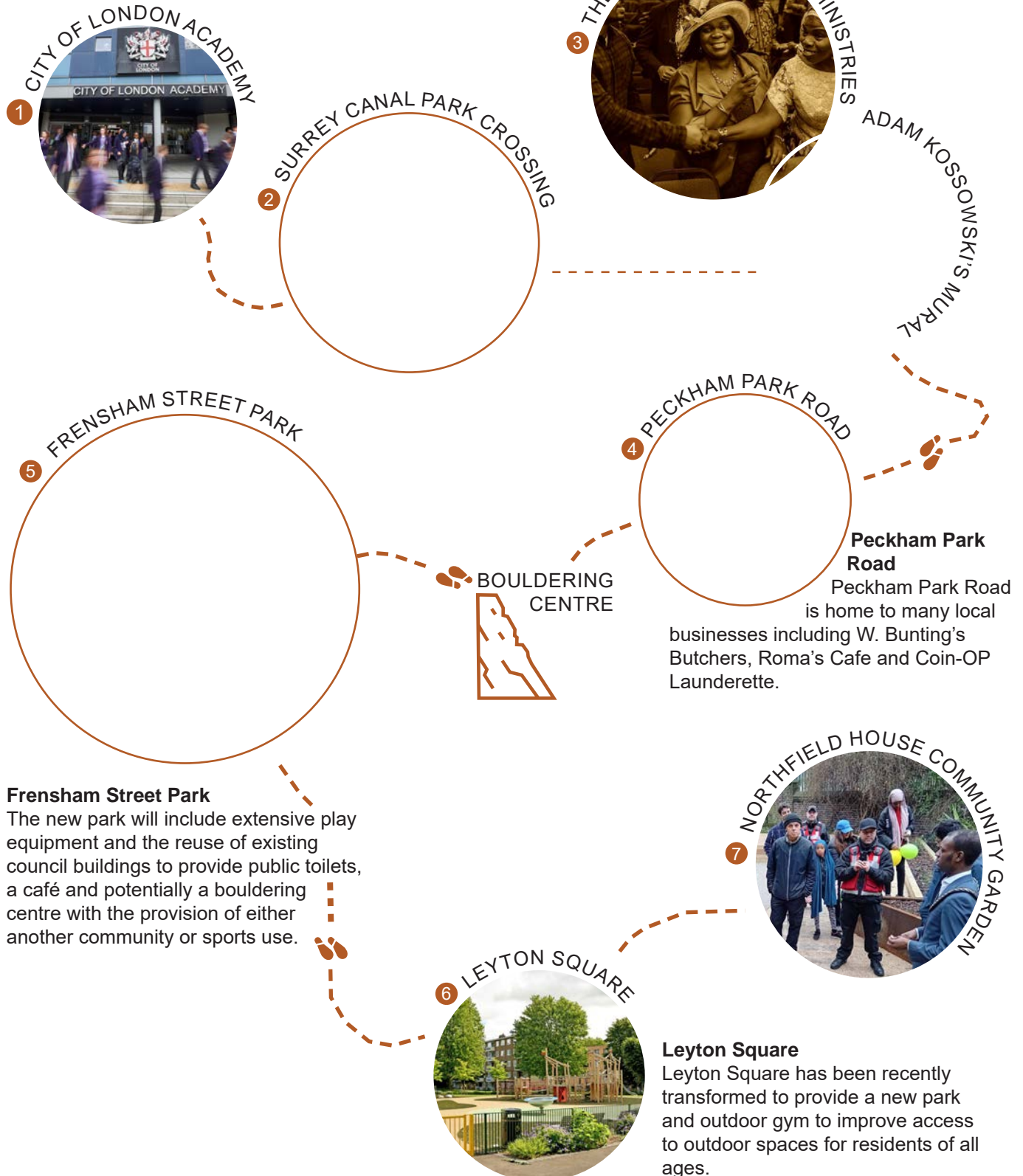


CONNECTING COMMUNITIES

The area around the north of Old Kent Road, from the entrance of Burgess Park to Bricklayers Arms through to Bermondsey Street is rich in community activity. The following journey takes us through some of the history of Old Kent Road as well as current high streets shops, faith buildings and schools. The new Burgess Park tube station will transform the lives of our residents, enabling quicker connections to central and west London and in turn bring economic benefits to Old Kent Road's businesses.

Connecting Schools

Link the network of existing schools with the potential new primary and secondary schools.





Frensham Street Park

The new park will include extensive play equipment and the reuse of existing council buildings to provide public toilets, a café and potentially a bouldering centre with the provision of either another community or sports use.



KEY

-  Proposed Sports Hall
-  Proposed Bakerloo Line Extension Station

9 SURREY CANAL PARK

Surrey Canal Park

Surrey Canal Park will connect Frensham Street Park and Burgess Park to create a safe link for residents and connect both sides of Old Kent Road.

8 SCOBEL CLOTHING @ SPACE STUDIOS

Space Studios
Space Studios is an affordable workspace provider for creatives based on Haymerle Road.

Internal Courtyard Spaces



11 OSSORY ROAD



Ossory Road

Ossory Road will continue its important function as the as the main service road for the businesses located along it, but will be greened to provide enhanced cycling and pedestrian links to the linear park.

10 KAYMET LONDON LIMITED



Kaymet London Limited

Kaymet have been making trays, trolleys and tables on Old Kent Road for 100 years. They have the Royal Warrant, and export their products all over the world.

FAMILY LIFE CHRISTIAN CENTRE



12

LORD NELSON PUB TRAFALGAR AVENUE

Lord Nelson Pub

The Lord Nelson is a Grade II listed building, and one of the only two working pubs left on Old Kent Road - the other being the Windsor, to the south. Having been built in 1820, it has a Georgian exterior with original interior Victorian bar fittings.

13 KENON PLUMBERS

Kenon Plumbers

"[The Old Kent Road] It's a good place to work and if you're a businessman you can earn a living here. One of the advantages of being on the bus route is that, every time one passes, you get 60 people looking over at your shopfront. I've never had to advertise."

19 Rolls Road
 We will replace the extensive asphalt pavement on the boundary with the Avondale Estate with rain gardens as part of a sustainable urban drainage scheme.

Avondale Estate
 Site of the historic Avondale Square the central space provides one of the largest and greenest spaces in Old Kent Road, with magnificent mature Plane Trees, it is much used by local residents and their children.



Old Kent Road Mosque
 The mosque has consent to be redeveloped to provide a purpose built facility for the faith community. Like other faith centres it undertakes extensive outreach work, and when open the new mosque will make space available to the wider community, irrespective of faith.



Burgess Park Station

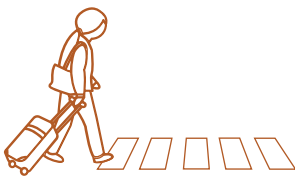
18 The Stables



17 NEW MARLBOROUGH GROVE PARK



Marlborough Grove
 We will close most of the road except to provide access and repurpose it as a play/sports/nature space for the Phoenix Primary School and wider community.



16 Six bridges Park & Lovegrove Street



14 NEW COVENANT CHURCH BERMONDSEY

15 LIVESEY EXCHANGE



Livesey Exchange
 Livesey Exchange is a proposed new community led affordable workspace project. It will create workshops and spaces for training and cultural programmes.

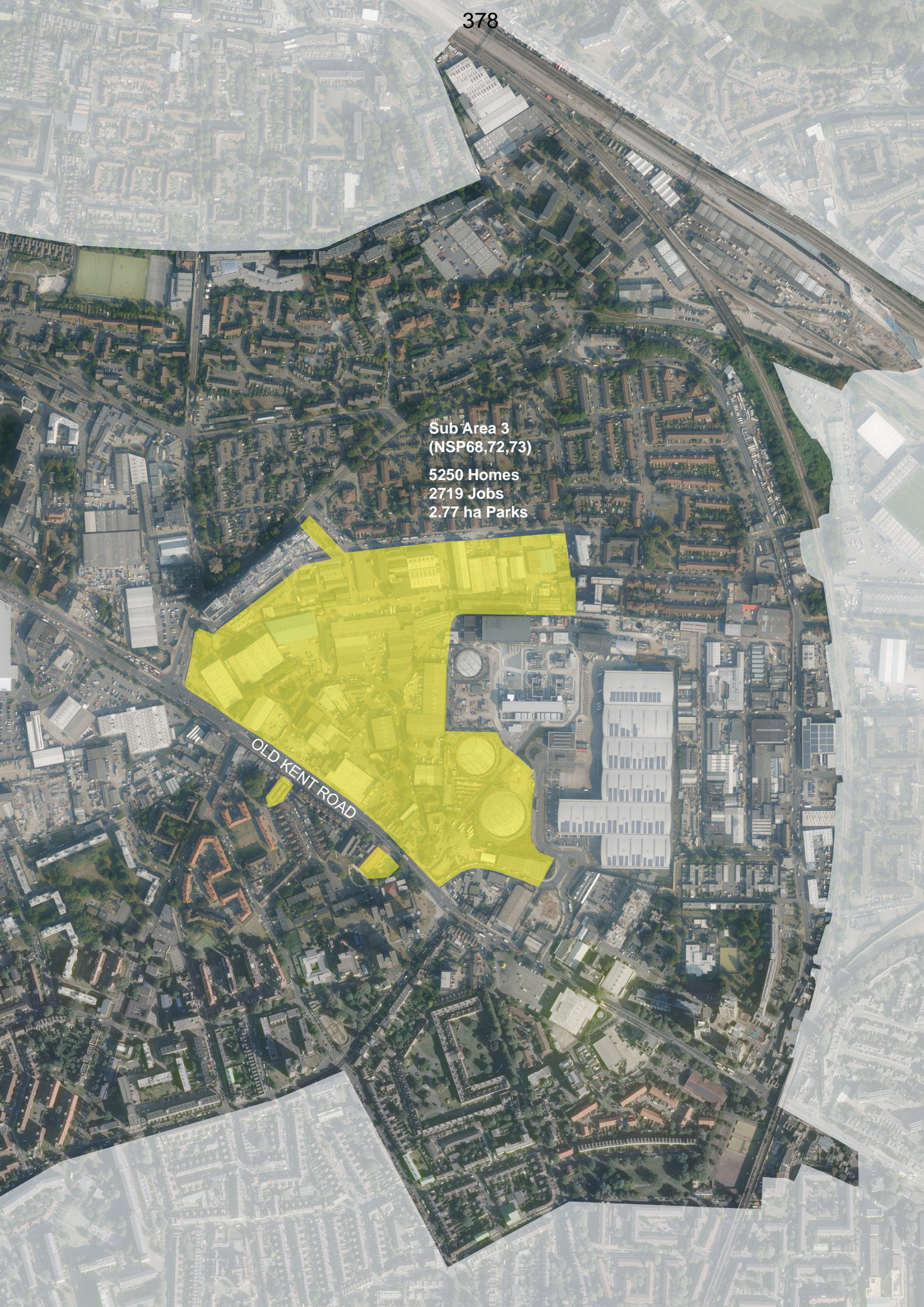
SUB AREA 3

**SANDGATE STREET,
VERNEY ROAD
AND
OLD KENT ROAD
(SOUTH)**

**Sub Area 3
(NSP68,72,73)**

**5250 Homes
2719 Jobs
2.77 ha Parks**

OLD KENT ROAD



PAST

The Surrey Canal, completed in the early 1800s, was one of the earliest industrial infrastructure in the area. In the 1830s the South Metropolitan Gas Company established a new gasworks on land adjoining the canal, with the company owning its own fleet of barges to transport coal along the canal. The gasworks grew steadily under Thomas Livesey and his son George and by 1900 covered 36 acres and contained a cricket ground, cycle track and allotments, as well as 8 gasholders. At the time, the gasworks were at the cutting edge of new technology, fundamentally changing the way people live in their homes. George Livesey himself had a long association with the area; he grew up in the Canal Grove cottages, established the first public library in Camberwell on Old Kent Road (later the Livesey Museum) and served as a Sunday school teacher in Christ Church.

The largest and only remaining gasholder No.13 is a Grade II listed designated heritage asset. Built by George Livesey between 1879 and 1881 it was briefly the world's largest gasholder and was constructed using a pioneering geodesic structure. It also sits above a tank which was one of the deepest ever built. There are other fragments of this industrial past still visible in the area, such as the cobbled road surface to the north of Canal Grove.

Verney Road was laid out from the early 1870s to take advantage of sites for industry along the Surrey Canal's north bank. While the northern side of Verney Road became adopted almost entirely for terraced housing, the southern side was the home for a variety of industries. The earliest recorded industry in the area is the Canal Pottery built for T Smith & Co, which stood approximately where the single storey shed at 6-10 Verney Road now stands. Pottery made by Thomas Smith is now on display as part of the V&A collection.

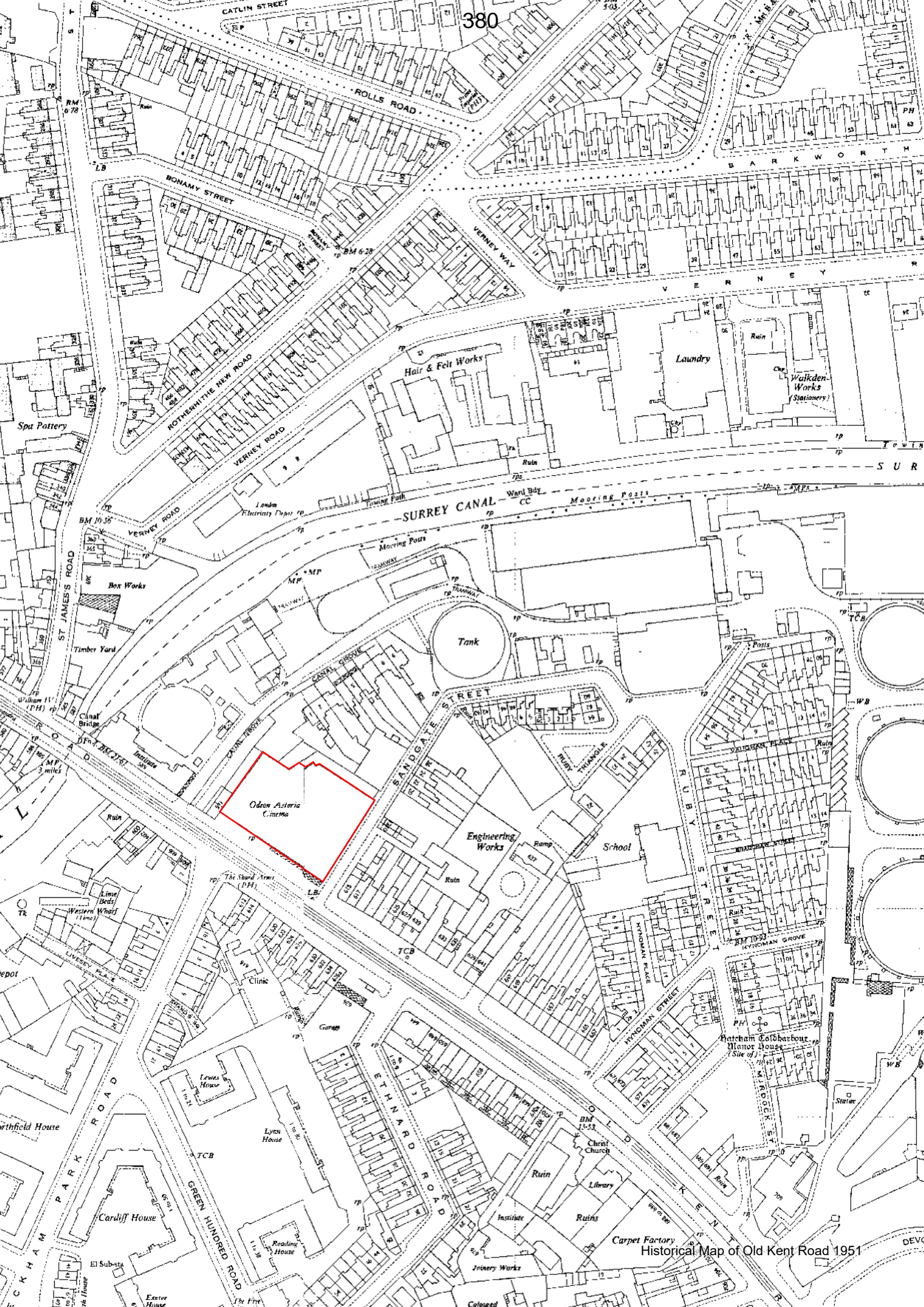
As with other parts of the Surrey Canal, the import and processing of timber was a major industry in this area. Arriving at Surrey Docks, the timber could easily be redistributed down the canal to the many timber wharves and sawmills along the canal.

Sandgate Street and Ruby Street were residential streets of Victorian terraced housing, with shops and pubs on Old Kent Road and a school on Ruby Street. The terraced houses were tightly packed and typical of the late Victorian residential development in the area. The area was bombed very heavily, and after the war these streets redeveloped mainly for industrial use. The canal was infilled in the late 1970s and the canal alignment was later redeveloped with housing and industry.



Astoria Theatre

— The red line on the Historical Map outlines the location of the image of Astoria Theatre



Historical Map of Old Kent Road 1951

PRESENT

The retained Grade II Listed gasholder no longer stores gas and a large part of the former gasworks site is occupied by Soutwark's Integrated Waste Management Facility (IWMF) and the adjacent New Cross Electricity Substation. Gasholder No.13 must be restored and incorporated into future development.

Between Verney Road and Old Kent Road there is a mix of medium and large sized industrial units between which accommodate around 92 businesses and nearly 1,900 jobs. The Canal Grove Cottages provide a reminder of the area's heritage and the mature trees around the cottages are visible up and down the Old Kent Road. Generally however, because of the industrial heritage of the area around the former canal and gasworks, there is little open space and no north-south routes between St James's Road and Ilderton Road.

The north side of Old Kent Road is very fragmented. Bomb damage and road widening resulted in the demolition of the Georgian and Victorian terraces and their replacement with larger retail stores, such as Currys and the B&M Bargain Store. There is a surviving Georgian house and later Edwardian commercial buildings next to B&M Bargain Store.

The south side of Old Kent Road has a much more established frontage which features some handsome buildings including Christ Church, the former Livesey Museum and the Royal London buildings.

Many of the buildings and features of industry are still present in the area today. Some of these structures and features are listed, such as the large gasholder and the Canal Grove Cottages, whilst the cobblestone paving is a feature of local townscape merit. These features will be retained in the yard at Wevco Wharf, to preserve the industrial heritage of the past and inform the design of the area in the future.

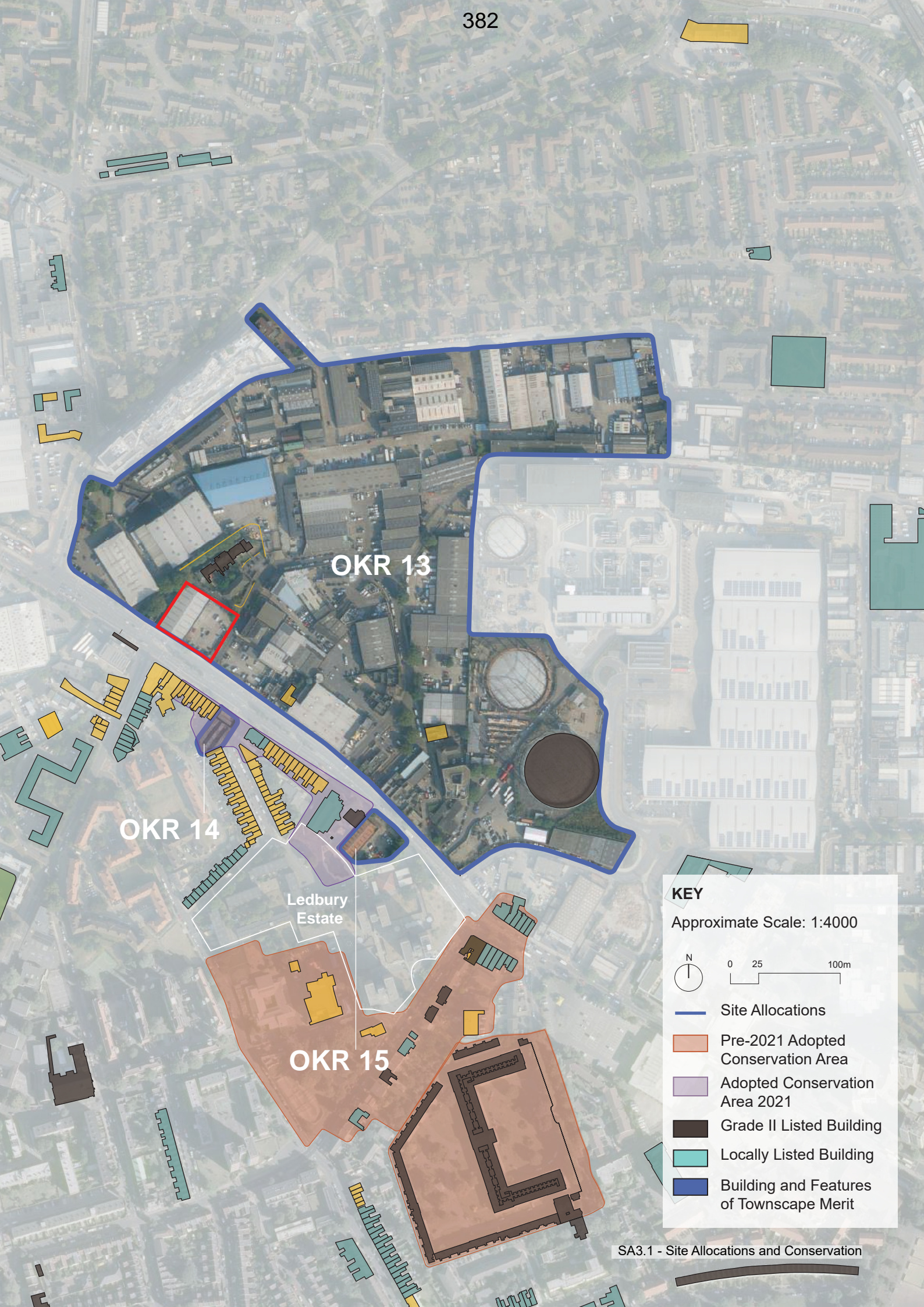
To the north of Canal Grove cottages are a series of very large plane trees which are subject to Tree Preservation Orders and are a striking part of the areas landscape structure. Other TPO trees include those to the rear of 671-679 Old Kent Road. There are mature trees outside the Gas Works offices which, along with the trees on the opposite side of Old Kent Road on the Ledbury Estate, will make a significant contribution establishing the character of the Livesey Park.

Development at 671-679 Old Kent Road is nearing completion, mature trees have been retained along the high street frontage and to the rear of the site, to create a well-established and mature pocket park to enrich the area. Phase 1 of the Ledbury Estate regeneration is currently under construction. The development seeks to improve existing homes as well as provide new homes which were developed and designed in consultation with the residents of the estate.



B&M Bargain Store, site where the Astoria Cinemas once stood, 593-613 Old Kent Road

— The red line on SA2.1 outlines the location identified on 1951 Historical Map, which in present day is B&M Bargain Store, 593-613 Old Kent Road



OKR 13

OKR 14

Ledbury Estate

OKR 15

KEY

Approximate Scale: 1:4000



0 25 100m

- Site Allocations
- Pre-2021 Adopted Conservation Area
- Adopted Conservation Area 2021
- Grade II Listed Building
- Locally Listed Building
- Building and Features of Townscape Merit

FUTURE

OKR 13 | SANDGATE STREET AND VERNEY ROAD



14.6 ha
site area

59
businesses

1,449
jobs

Existing



5,300
homes

2,661
jobs

3
parks

1
sports hall

option for 1
primary school

Development Capacity



homes

TBC
jobs

Completed 2025

Site Allocation Masterplan

This area will be transformed into a new mixed-use neighbourhood. While its character will change, it will continue to provide lots of jobs within a range of typologies, including standalone industrial buildings, large warehouses and light industrial spaces that are co-located with residential homes. Verney Road will be partially closed and servicing routes redirected into the site which will make way for the new Surrey Canal park. There will be a new park around the listed Canal Grove cottages retaining the row of mature trees, cobbled flooring and lamp column. Gasholder no.13 will become a feature of a large new park, where it is proposed to be used as an outdoor swimming pool, utilising the existing historic structure.



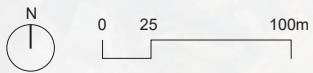
Site Requirements (also see NSP68)











- Redevelopment must:**
- Provide new homes (C3); and
 - Provide the same amount of retail floorspace currently on the site and activate the Old Kent Road high street frontage; and
 - Provide leisure, arts, culture and community uses; and
 - Provide a new sports hall and an option for a new school; and
 - Explore the potential for a new health hub on Verney Way; and
 - Provide at least the amount of employment floorspace currently on the site (E(g),B class) which is consistent with the building and land use shown in Figure SA3.3; and
 - Provide public open space including the Surrey Canal Linear Park along the Verney Road alignment, Livesey park and new pocket parks at the Ruby Triangle, Sandgate Street and 671-679 Old Kent Road; and
 - Maximise the area of the Livesey Park space which will become the area's major public open space by requiring adjacent sites to contribute land to the creation of the park.
 - Re-furbish and retain the listed Gasholder, whilst utilising the structure to support the creation of the lido.
- Redevelopment should:**
- Enable town centre links through sites to improve pedestrian and cyclist permeability.
- Heritage:**
- The site includes Grade II listed buildings Canal Grove Cottages and the Grade II listed Gasholder no.13 from the former gasworks. The site contains buildings and features of townscape merit which are shown in Figure SA3.1.
- Phasing:**
- Several planning applications have been approved for mixed-use schemes on the site and are expected to be delivered by 2030s (BLE Phase 1), see table for more detail. There is a potential option for a new Secondary school to be provided at Sandgate Street, which would be delivered in (BLE Phase 2) if extra pupil capacity is required.



KEY

Approximate Scale: 1:4000



-  Built
-  Under Construction
-  Planning Permission
-  New Building
-  Communal Amenity Space
-  Public Open Space
-  Hard Landscape
-  Footpath
-  Road
-  Proposed Bakerloo Line Extension Station

SITES | OKR 14 & 15

OKR 14 | 634-636 OLD KENT ROAD (ALSO SEE NSP73)



0.1 ha
site area



1
businesses



4
jobs



46
homes



21
jobs

Existing

Development Capacity

Site Delivery

The site is currently being redeveloped to provide new shopping frontages, strengthening the Old Kent Road's role as a high street and providing much needed housing.



OKR 15 | 684-698 OLD KENT ROAD (KWIK FIT GARAGE)



0.1 ha
site area



1
businesses



4
jobs



65
homes



37
jobs

Existing

Development Capacity

Site Allocation Masterplan

The site will provide new shopping frontages, strengthen the Old Kent Road's role as a high street and provide much needed housing.



Site Requirements (also see NSP72)

- Redevelopment must:**
- Provide new homes (C3); and
 - Provide retail or employment uses (E(g), B use class) which is consistent with the building typologies and land use types shown in Figure SA3.3.
- Redevelopment may:**
- Provide leisure, arts, culture or community uses.
- Heritage:** The open space to the rear of the site and adjacent listed building are situated in the Livesey conservation area, which was designated in 2021. Redevelopment of the site should be of a lower scale to respond to the character of the adjacent heritage assets.
- Phasing:** The site is expected to come forward for development in the mid to late 2030s (BLE Phase 2).

SITES | COMPLETED, UNDER CONSTRUCTION, PLANNING PERMISSION



	Development	Homes		Employment (sqm GIA)		Date
		Total Homes	Affordable units	Total non-residential	Affordable workspace	
	Schemes Completed					
1	1 Varcoe Road	57	57	228	0	
2	671 - 679 Old Kent Road	89	PIL	257	0	
	Schemes Under Construction					
3	Ruby Triangle Site	1,152	451	9,896	541	
4	685 - 695 Old Kent Road	111	39	3,411	173.7	
5	2 Varcoe Road	74	74	288	28.8	
6	651 - 657 Old Kent Road ***	296	114	2,205	101	
7	634 - 636 Old Kent Road	46	16	272	0	
8	Lebury Estate Phase 1	80	60	0	0	
	Schemes with Planning Permission					
9	6 - 12 Verney Road	0	N/A	20,864	PIL	
10	Creden House, Verney Road **	22	22	82	0	
11	Lebury Estate Phase 2	260	200	722	0	
	TOTAL:	2,187	1,033	38,225	844.5	

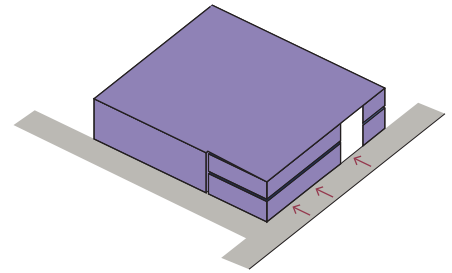
BUILDING TYPOLOGIES AND LAND USES

Below are a variety of typologies and land uses, which could be utilised to deliver the intensification of housing and employment across the area. Further details are set out in the Design policy in part 1 of the AAP.

STACKED INDUSTRIAL: Standalone Large Industrial Storage and Distribution Units

Is a building typology aimed at providing industrial intensification of larger industrial units, through the stacking of units across multiple floors. Ceiling heights should be at least 6-8m and ideally 10m-13m for larger units. Units should have square proportions and provide predominately column free space with large clear spans. There should be sufficient space for on-site servicing and storage to accommodate the requirements of units. The internal layout can be modular to provide adaptable floorplates to meet the requirements or a range of commercial occupiers.

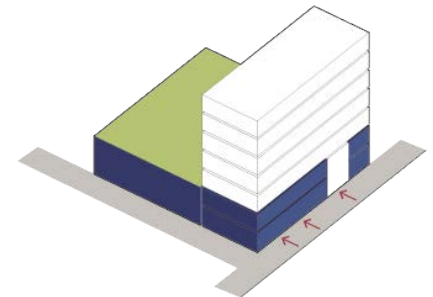
Suitable uses: *Storage, wholesale, distribution, depots*



VERTICAL MIX: Medium-Large Storage and Distribution Units

Industrial co-location by stacking residential on top of Medium-large storage and distribution units (B8). Large units vertically co-located with residential will require larger floor to ceiling heights to accommodate internalised HGV servicing, ideally between 9-12m. The number of columns should be minimised and there should be sufficient space for on-site servicing and storage. The frontages around blocks provide scope for two storeys of commercial space which can be used for offices, showrooms and studios. Residential amenity areas can be located on the rooftop.

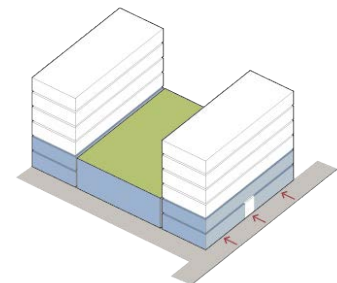
Suitable uses: *Storage, wholesale, distribution, light industrial depots within the central spaces*



VERTICAL MIX: Small Industrial Units

Industrial co-location by stacking residential on top of light industrial floorspace / workshops (B2). Double height spaces of 6-8m can be accommodated within the centre of blocks. Units would typically be 150-200m². Mezzanine levels can be provided around key frontages to be used for offices, showrooms and studio spaces that are ancillary to the commercial floor space. Smaller scale commercial floorspace can be provided across both the ground and first floor level beneath residential but should enable efficient access to the servicing yards through the appropriate location of the goods lifts. Basement levels, where appropriate should be utilised to accommodate residential servicing, storage or commercial uses.

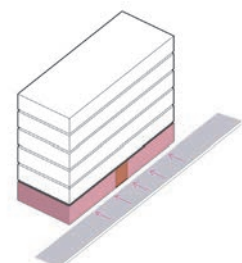
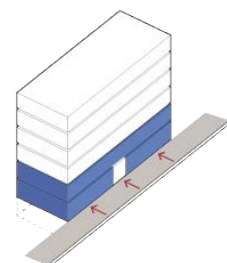
Suitable uses: *Light industrial uses and maker spaces within the central space*

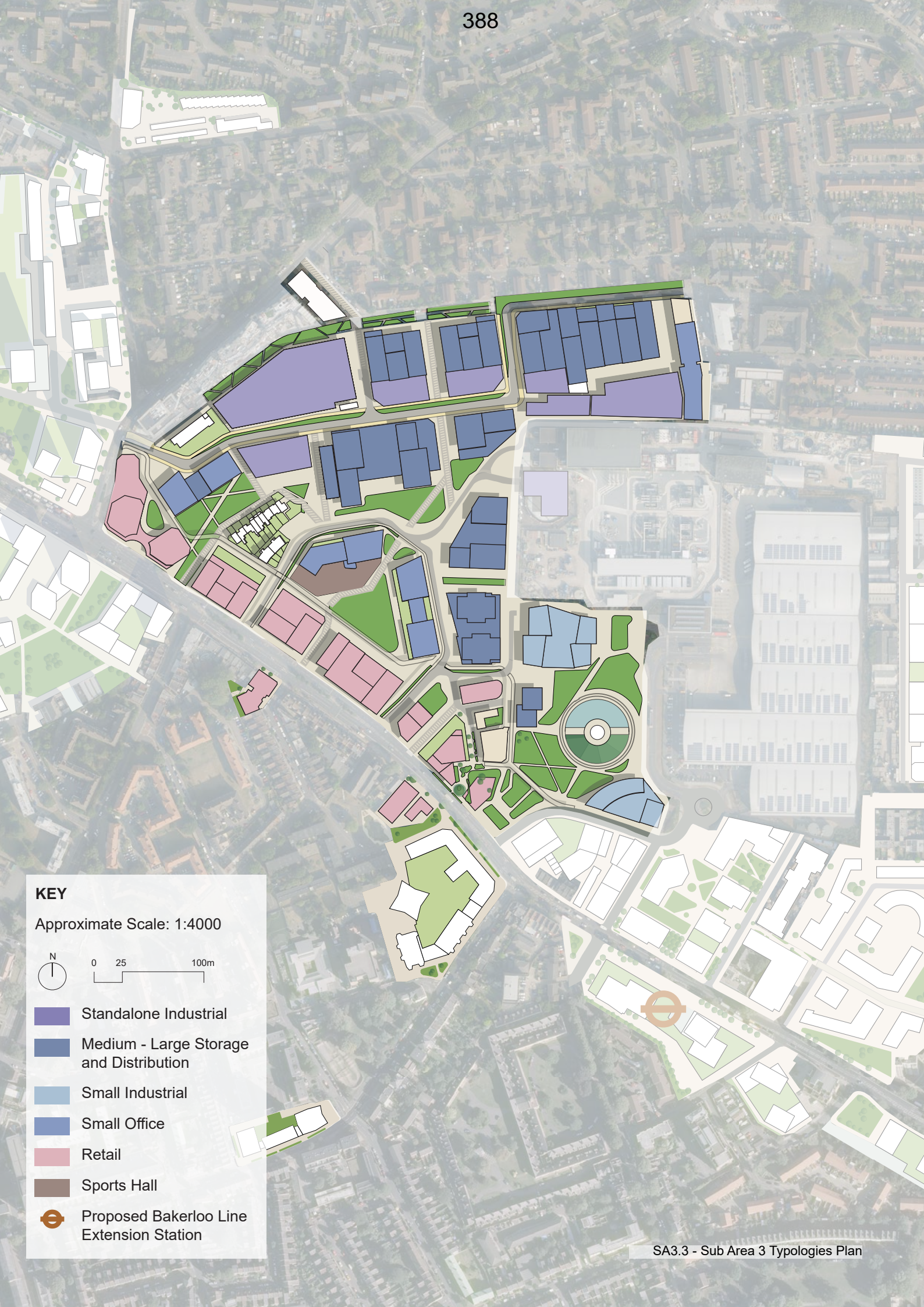


VERTICAL MIX: Small Office / Studio / Retail

Industrial co-location by stacking residential on top of office / studio units or retail floor space. Workspace will be provided at ground and first floor. Ground floor ceiling heights should be a minimum of 4m. Basement levels should be utilised to accommodate residential servicing, storage or commercial uses where appropriate. Where there are large retail units provided at ground floor, these will be double height and served by generous footways.

Suitable uses: *Artists' studio and office space*









KEY

Approximate Scale: 1:4000



0 25 100m

-  Standalone Industrial
-  Medium - Large Storage and Distribution
-  Small Industrial
-  Small Office
-  Retail
-  Sports Hall
-  Proposed Bakerloo Line Extension Station

SERVICING AND ROAD NETWORK

The OKR13 area's road network will be improved and rationalised, providing primary servicing routes and residential streets that will serve future development. The Masterplan intends to maintain existing street alignments where possible. Updates to the road network will include the partial closure of Verney Road to provide a new Linear Park. Primary servicing streets, whilst having a working character, will enable increased pavement widths, planting and cycle pathways. All developments must have off-street internalised servicing facilities.

The stand-alone commercial units should have approximately 15m deep bays for deliveries, plus 12m clear turning space for HGVs. Gated entrances should be at least 4m high, and 2.4m wide. Undercrofts to vertically mixed-use typologies should have a minimum height of 5m to allow clearance for delivery vehicles. Servicing to shops should not take place from Old Kent Road.

Primary Servicing Routes

A new primary servicing route will be created to the south of Verney Road along the alignment of the historic canal. The existing Verney road will be partially closed to create space for a linear park, while providing sufficient access for existing and new residents and businesses. It will deter rat running and improve the environment of the Bonamy and Bramcote Estate. The existing Verney road will be landscaped to create a new Linear Park to the north of Old Kent Road. The realignment will be phased, with the new road completing before the park is opened, to ensure there is no disruption to existing residents or business users.

Development to the east of the OKR13 area will be serviced from the north, of a new street, 'Livesey Street' which will be a one-way route, accessed from the north of Ruby Street travelling south along the western edge of Livesey Park. This will allow mixed-use development in the east of the area to be serviced.

Sandgate Street will be made one-way running clockwise from Old Kent Road to Ruby Street and Hyndman Street, allowing wider footways, urban greening and the introduction of loading bays and a bus stand. A contraflow cycle lane will be introduced to improve East - West movement.

Residential Streets

The Ruby Street junction with Old Kent Road will be closed and work as a two-way cul-de-sac to retain servicing and delivery function. There will be some loading bays.

Closing Devon Street will only happen when the new signalised junction at the bottom of Devonshire Grove is fully operational (and aligned with Asylum Road). The area between Devon Street and Murdock Street will be redesigned to provide a welcoming entrance to the new Livesey Park, providing an entirely pedestrianised area.

Murdock Street will be partially closed, maintaining access to the north to service adjacent developments. The remaining section of Murdock Street will be repurposed as a pocket park, integrating the surviving aspects of the carriageway into the landscaping design, including the granite kerb settings.

Controlled Parking Zone

A Controlled Parking Zone has been introduced.

Town Centre Links

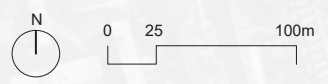
To the north of Sandgate Street new North - South routes will be introduced to provide increased permeability from surrounding residential neighbourhoods to the high street along Old Kent Road.




Verney Way will provide pedestrian and cyclists access, facilitating North - South cargo bike movement, in support of the sustainable active travel plan. In support of the movement and town centre strategy.



KEY

Approximate Scale: 1:4000



-  Primary Servicing Routes
-  Residential Streets
-  Town Centre Links

HIGH STREET STRATEGY

Existing

The southern side of Old Kent Road between Peckham Park Road and the Ledbury Estate is lined by surviving Victorian terraces, the ornate Royal London Buildings and the listed, former Livesey Museum, which are all reflective of a traditional London high street. The shop units are small, providing affordable space for a range of small entrepreneurial businesses that reflect the ethnic diversity of Old Kent Road. To the north side of the road, some fragments of the historic high street remain, which are in disrepair. The frontage is largely dominated by large two storey out of town retail sheds and hardstanding car parks with little architectural presence on the high street. As identified in the Town Centre policy, the industrial units located to the north of Old Kent Road create reduced permeability to the residential hinterlands.

Proposed

The figure opposite provides an axonometric visualisation of existing and proposed ground floor uses, located between Rotherhithe New Road and Asylum Road. The majority of the ground floor plans along Old Kent Road, will be predominantly retail, with the inclusion of residential lobby areas to provide access to homes above. In just this section of the proposed town centre a range of restaurants, shops and cultural facilities should be provided. Including a new leisure facility which is located just behind the northern side of Old Kent Road adjacent to a new central open space at Ruby Triangle. The visualisation demonstrates that through the retention of the existing high street, consented development and the emerging masterplan plots an enhanced retail frontage will be established to the north and southern side of Old Kent Road. This will assist in creating a bustling new town centre for the local community and visitors to enjoy. Communal facilities identified in pink are located in close proximity to the high street along the entire stretch of the area. The scale of unit's range, to appeal to a variety of retail providers to meet daily needs. Through the introduction of smaller urban blocks to the north of Old Kent Road, town centre links, improve permeability, reconnecting residential and business communities to the high street. The rationalisation of servicing in the area will enable the closure of roads like 'Murdock Street' to be greened and pedestrianised and will improve the experience along the high street. Mature trees along Old Kent Road are to be retained with additional landscaping separating vehicular and pedestrian movement, designed to meet the needs of shoppers. Improved permeability and enhanced experience will in turn help to boost the high street economy. Livesey park will provide a large central open space for the area. Incorporating the restored gas holder as a feature in the landscape, with a biophilic lido provided in the existing infrastructure of the gas holder. The Gas holder infrastructure will be transformed into a wild swimming pool at the centre of Livesey Park attracting visitors to the area.



PARKS AND RECREATION

The OKR13 area will accommodate a number of new open spaces including the introduction of a linear park to the north of Old Kent Road, a new major park at Livesey and pocket parks at Ruby Triangle, the old KFC site and Sandgate Street. The open space strategy in this area, will enable walking and cycling links from Burgess Park to South Bermondsey station, as part of the wider 'Greener Belt Strategy'. A leisure route will enable East / West walking links between the new parks from the old gasworks, through Ruby Triangle Park, to Canal Grove Park and beyond to Lovegrove Street Park and Marlborough Grove. Leisure routes will provide increased permeability between neighbourhoods. The OKR13 area lends itself to facilitating a 'trim trial' through landscaping interventions which will provide an exercise / heritage education loop across the different open spaces and links.

Livesey Park

The Grade II Listed gasholder No.13 will be retained and restored to become a feature within the new park. It's historical bell structure lends itself to be re-purposed as a lido, which could include an integrated bio-remediation system to provide a sustainable filtration. Developments either side of the park's entrance will frame the view of the gasholder from Old Kent Road. The statue of George Livesey will be relocated into the park. Landscaping should be inspired by the industrial heritage of the site, utilising remaining features from the previous gas holders as sculptures or street furniture.

Verney Road Linear Park

The partial closure of Verney Road will allow for the creation of a Linear Park to the north of Old Kent road. Continuing the linear route from Burgess Park towards South Bermondsey Station, will enhance the green links across the area. Vehicle servicing for the new developments and through traffic from Verney Road to Old Kent Road will be routed along the old canal alignment. The park will provide a meandering landscaping design to facilitate a range of movement pathways, including leisurely cycle movements to appeal to a range of visitors including local residents and business users. Existing mature trees along the road alignment should be integrated into the design of the park. The Green link will improve the environment outside the John Keats School and for residents on the Bonamy Estate.

Canal Grove Park

The setting of the Grade II Listed Canal Grove cottages will be improved by retaining the mature trees and historic brick wall in their front gardens and redeveloping the warehouses beyond to include the provision of a new pocket park. This must incorporate the cobbled road that was part of the gasworks into new landscaping.

Ruby Triangle

The Ruby Triangle development will provide a new pocket park at the centre of the site, in conjunction with a 4 court sports hall for the community.

Old Kent Road

New trees and planting alongside new high street frontages on the north side of Old Kent Road will complement the handsome Royal London Buildings, Livesey Building and the Christ Church. There will be a safe pedestrian crossing to link the north and south parts of the Surrey Canal Park and segregated cycle lanes along Old Kent Road itself as part of the Healthy street's programme.



Rotherhithe New Road

We will make use of existing wide pavements to introduce raingardens making the route towards Ilderton Road greener and safer.

Mature trees along OKR and in the area should be retained to enrich the landscaping in the area. The TPO trees to the rear of the development at 671-679 Old Kent Road have been successfully integrated into the landscaping of the new pocket park.



KEY

-  Green Link
-  Rain Garden



BUILDING HEIGHT GUIDANCE

The masterplan axonometric opposite shows the proposed and consented building heights within the sub area. Tier 1, 2 and 3 buildings in this area have been set out in the masterplan so that views to the Listed Gasholder from Murdock Street, Old Kent Road and the Ledbury Estate are preserved. In line with the 'Stations and Crossings' strategy, the height and scale of development in this area should be greatest at the 'crossing' where St James's Road and Peckham Park Road meet Old Kent Road and should reduce towards the interface between new development and surrounding residential neighbourhoods.

The key elements of the building heights strategy in the OKR13 area are:

- The tallest 'Tier One' buildings should be located close to the junction where St James's Road and Peckham Park Road crosses Old Kent Road, marking strategic routes and the point where Surrey Canal Park extends to the north. 'Tier One' buildings should also mark key open spaces towards the centre of the OKR13 area and to the north of the gas holder to mark the new Livesey Park.
- With the exception of the tallest buildings at the Rotherhithe - Old Kent Road 'crossing', building heights along Old Kent Road high street should generally be between eight and 10 storeys. There is scope for 'Tier Two' and 'Tier Three' buildings at key junctions along this frontage, including at the Ledbury Estate marking Commercial Way. Taller elements should be well spaced out with 8 to 10 storey sections of development providing a mediating shoulder height.
- The setting of the Grade II listed gasholder should be enhanced by opening up views of the gasholder from Murdock Street, Old Kent Road and the Ledbury Estate.
- Building heights immediately adjacent to the gasholder at Rich Estates site and on the council's landholding should remain lower than the listed structure itself, in order to retain its prominence in the townscape. A 'Tier One' and a 'Tier Two' building will be located to its north;
- Building heights should reduce immediately adjacent to the Canal Grove cottages in order to respect their more domestic scale; and
- Stand-alone industrial buildings should give particular attention to how they can reduce the perceived massing in respect of local scale of surrounding neighbourhoods. This can be achieved through architectural design and modulation of the form.



Ruby Triangle Site: Land bounded by Old Kent Road, Ruby Street and Sandgate Street



DESIGN GUIDANCE

IDENTITY AND CHARACTER

OKR 13 (Sandgate Street and Verney Road)

Built Form

- Development should establish a mix of building typologies on the site to cater for the variety of new and existing businesses.
- The masterplan enables a range of typologies which include standalone industrial space as well as vertically mixed space. On Verney Road there is an opportunity for new residential use to front on to the park, with employment space focused on new Verney Road to the south, supporting its character as a working street.
- Blocks facing the Bonamy and Bramcote Estate low-rise buildings should address their scale, by providing setbacks to the massing above podium and max of 4-6 storeys directly facing the Verney Road Linear Park to reduce over shading of public realm on Verney Road. Residential blocks could step up in height towards New Verney Road.
- Built form and height responds to the stations and crossings strategy whilst providing a reduction in scale towards the existing lower scaled context.
- All buildings should be designed in such a way that it can serve as a boundary to a site, thus eliminating the need for fences.
- Entrances to employment buildings including supporting office space, should be concentrated on New Verney Road and Livesey Street where possible to help activate these streets.

Character / Detailed Design

- Development should seek inspiration from historic assets, as well as from the composition of existing industrial buildings. These have a variety of facades, including with a gridded rhythm, projecting doors and windows, protruding elements and structures, pitched roofs and a dynamic roofscape.
- The area's predominant use of brick and metal should be reflected in the materiality of new development.
- Employment and stacked industrial buildings must avoid long monotonous facades, providing vertical breaks and/or architectural detailing to articulate the built form.
- Careful consideration should be given to the use of transparent, translucent, or opaque fenestrations where possible to enable ground floor activity, providing windows into work and natural surveillance onto public streets.
- Plots / blocks facing the Bonamy and Bramcote low-rise estate, should provide a sensitive transition in scale through integrating setbacks above the podium providing a maximum of 3-4 storeys directly



New Verney Road - Tomorrow



Sandgate Street - Tomorrow



Action House

facing the Surrey Canal Park. Residential blocks could step up towards the south? Fronting New Verney Road.

- Commercial ground floor units along Old Kent Road should incorporate elements inspired by existing high street characteristics and address the smaller scale traditional frontages on the southside.
- New proposals should improve the setting and quality of existing heritage buildings and elements on site. For example, proposals around the Canal Grove Cottages should provide massing which is sensitive to the scale of the cottages, improved landscaping which incorporates the existing trees, appropriate materials and sufficient testing of views.



Grade II listed Canal Grove cottages with lamp column and retained wall

OKR 14/15 (Old Kent Road)

Built Form

- The development should be of a smaller scale responding to the existing datum along the high street.

Character / Detailed Design

- These sites should provide new homes and retail or workspace, with new frontages which stitch the sites back into the high street.

DESIGN GUIDANCE

GROUND FLOOR STRATEGY

OKR 13 (Sandgate Street and Verney Road)

Uses

- The area will continue to be mixed-use and redevelopment will enable an intensification of business uses. A range of business spaces are provided including standalone industrial buildings, large warehouses integrated into mixed use buildings, small and medium sized industrial spaces and offices. – repeated in typologies plan?
- Standalone industrial units should ensure that the proposed massing is well modulated and provides activation onto the streetscape.
- Frontages along Old Kent Road will reinstate the high street frontage providing commercial uses at ground that will activate and enhance the high street experience. Behind the high street, there will be a mix of light industrial and medium to large storage and distribution uses.
- Land assembly is encouraged to maximise the potential of the sites, creating efficient and effective buildings, and providing better solutions for the surrounding infrastructure and public realm.
- New homes should be designed to avoid “agent of change” impacts, so that residents are well protected from noise, pollution and traffic and ensuring the adjacent businesses can continue to operate.
- Podium levels should include logistics, commercial and light industrial uses, including many uses that are located on the site today: storage and logistics, fabrication, metal working, commercial kitchens, art and design studios, printing, churches, retailing, catering, garages, breweries etc.
- Ground floor units must have a minimum 4 meters clear height to underside of the ceiling.
- Where double height floor levels are not required, architectural design should respond to the common 2 storey ground datum by providing a strong brick base.
- Residential upper levels should be carefully designed to enable positive layouts, which direct soil pipes to the edge of commercial units, for easy maintenance.
- The quality of design, materials and shared communal spaces must be consistent across all tenures.



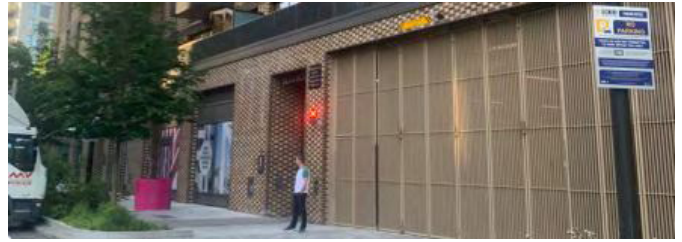
Verney Road - Mixed use block typology



Vertically stacked Industrial unit

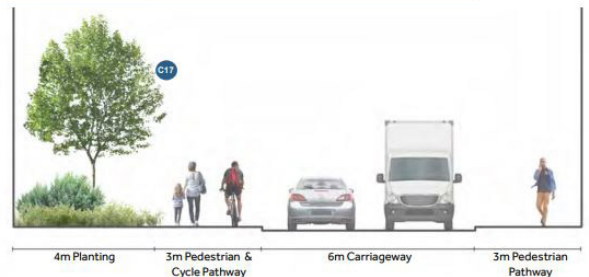
Servicing

- The area is expected to change with improvements and closures to existing streets and delivery of new streets to serve future development. The AAP masterplan aims to maintain existing street alignments where possible.
- The mix of industrial, commercial and residential uses will require streets to accommodate large vehicles and increased traffic.
- Each plot coming forward must respond to the current and planned street layout and function as seen in sections A to D, to enable the delivery of New Verney Road as the primary servicing street.
- Technical details should be agreed by the Council, to ensure that each development plot coming forward safeguards the proposed street profiles.
- Servicing should be rationalised to more effectively serve multiple commercial units. This will be achieved by realigning Verney Road to the south and by creating a new service road.
- All developments should have off-street servicing facilities.
- Roads onto Old Kent Road in the area must be reduced to minimise cross overs, and enhance the high street.
- Road closures will be greened and pedestrianised to improve pedestrian and cyclists permeability.
- Servicing and yard space must be off-street; undercroft servicing yards should be provided within each development site. These yards must comply with:
 - A clear height of 4.5m to allow all servicing vehicles access.
 - Vehicle swept paths to allow for large trucks, refuse and removal vehicles.
 - Facilitate shared access between neighbouring plots
 - Vehicles should access and leave in forward gear and provide sufficient capacity to avoid any on-street back up.
- Some on-street servicing will need to be retained for essential servicing needs.
- Where contraflow cycling infrastructure is provided, this should be at pavement level to discourage vehicles overrunning it, while providing a chamfered kerb to allow emergency access at low speed if necessary.
- Development should support the construction of segregated cycle lanes and provide increased permeability for cargo bike movement, assisting in sustainable last mile logistics.



Gated service entrances, along side principal entrances

A. VERNEY ROAD – GARDEN STREET/SURREY CANAL PARK



B. NEW VERNEY ROAD – WORKING STREET



Illustrative Typical Street View

C. SANDGATE/RUBY STREET - URBAN STREET



D. LIVESEY STREET



Illustrative Typical Street View

DESIGN GUIDANCE

PUBLIC REALM AND OPEN SPACE

OKR 13 (Sandgate Street and Verney Road)

Public Realm

- On leisure routes, a range of measures can be used to slow bike speeds and prioritise pedestrian movement, including; landscaping planters, organic routes and a change in material to provide an uneven texture.
- Verney road, between Rotherhithe New Road and Credon Road, will become a new linear park (Verney Road Linear Park). At the eastern end, the vehicle carriageway will be maintained and narrowed, with a wide footway on the north side, enabling planting and greening.
- Street art and patterns integrated along footways along the Linear park could highlight the local history and industry of the area. Design measures to manage interactions between cyclists and pedestrians can include: meandering routes, changes in materials at crossovers and planting.
- Rain gardens / swales should be integrated adjacent vehicular areas to slow and filter surface water run-off.
- The materiality of all pavement areas should be strong and durable to allow for the industrial usage, particularly at access points which are likely to be used for commercial and goods vehicles.
- A leisure route runs east-west across the site connecting Livesey Park to Ruby Triangle and Canal Grove cottages. The leisure route should enable cycle movement, albeit with measures to slow speeds.
- All pedestrian priority routes should be welcoming, clearly defined, and physically navigable, marking links to the high street.

Open Space

- Provision of green spaces must be maximised to form a network across the neighbourhood. Characterised by mature tree lined streets, verdant pedestrian & cycle routes, green and brown roofs.
- Re-use of existing materials is encouraged within the landscaping to reflect the industrial character of the area, and make use of retaining existing materials.
- Significant improvements should be made to the public realm. This can capitalise on the retention of existing trees. The new pocket park at the rear of 671-679 Old Kent Road is a good example of this.
- There is potential to make a new opening in the wall to the Bonamy and Bramcote estate in consultation with residents, creating a direct access into the park.



Public space characterisation plan



Trim Trails



Surrey Canal Park

- Traffic calming measures should be installed at the junction with Verney Way to ensure priority is given to pedestrian movement along the new Linear park.
- A meandering path through the Linear park can be provided for leisure users. The south side should accommodate pedestrian movements to residential homes and commercial spaces.
- The first part of the Verney Road linear park will be delivered between John Keats School and 6-12 Verney Road, creating a new green space at the school entrance and a safe arrival space for children.
- Trim trails should be installed as part of landscaping to utilise the green links across the site to encourage exercise and recreation. The landscape design of developments should contribute towards the health and wellbeing strategy in the area.
- The design of open space should meet the needs of residents, visitors and employees, providing breakout resting spaces.

Grade II Listed Gasholder 13 – Wild Swimming at Livesey Park

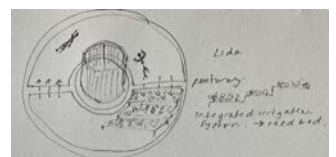
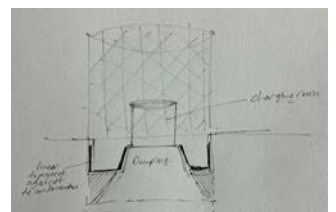
- The entire gasholder is listed including the 15 m deep water tank, or pond, in which the gas holder sits as well as the visible above ground frame and gas bell (which contained the gas). The best use of a listed building is usually the one for which it was designed. Since there is no longer a need to store gas, we propose to repurpose the retained water tank and frame as a major destination for outdoor “wild” swimming at the heart of the new Livesey Park.
- Following decontamination and lining the circular water tank would be bisected, with half becoming a fresh cold water swimming pond, the other half would contain a natural filtration system with terraced reed beds being used to naturally filter the fresh water from the swimming pond. Water would be pumped up to a higher terrace level and that would use gravity to filter back to the swimming pond. The filter beds would have bio diverse planting encouraging insect and bird life (but not alligators) and absorbing CO₂. The pumps would be low energy and powered by photovoltaics mounted on the refurbished listed gas holder frame. As the water would be unheated and the water treatment achieved naturally this would be a sustainable low energy reuse of the embodied carbon of this listed structure.
- There is an island in the centre of the listed pond structure called a “dumpling”. A bridge would be constructed onto the dumpling which would provide simple unheated changing facilities for swimmers.

An entrance which would include a café/shop would be built adjacent the gas holder the income from which would help fund its operation.

- The pond would be accessible to all, with a shallow section for younger children and facilities with those with mobility impairments.
- This would be a unique health offer, with nothing similar in London, the UK or Europe. It would remake an iconic part of the areas cultural and historic heritage, in order to deliver significant health and wellbeing benefits for both local people and the borough more widely.
- Funding would be secured from s106 and CIL payments.



The Former Gas Works Old Kent Road



CONNECTING COMMUNITIES

This large industrial area can be transformed into a mixed use area with green routes and new parks which connect homes and workplaces with schools, a rejuvenated high street on Old Kent Road and surrounding residential areas. There are number of churches in the area that provide outreach programmes and mentoring within their local communities as well as safe spaces for younger people.

1 Bramcote Park

Bramcote Park is used by residents of the Bonamy Estate. The park is owned by two housing associations, Optivo and Notting Hill.

The playground is in poor condition and we will be investing in its refurbishment and would like to work with the local community to co-design the new space.



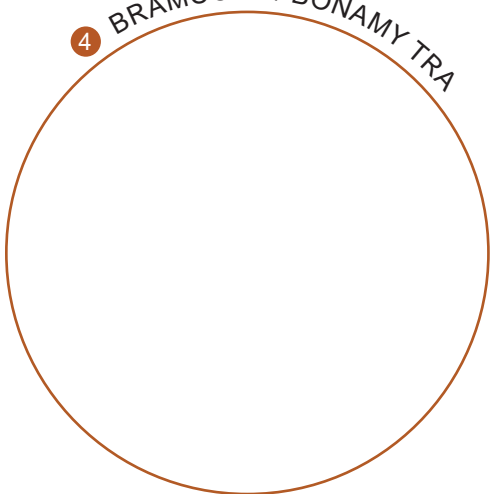
2 VERNEY ROAD GREEN ROUTE



Verney Road To Old Kent Road

Currently an industrial service road, residents of Bonamy Estate were consulted in 2019 on the Bonamy Liveable Neighbourhoods project and felt that traffic could be reduced and greening increased which we plan to do.

4 BRAMCOTE / BONAMY TRA



3 THE SMALL BEER COMPANY



5 JOHN KEATS PRIMARY SCHOOL






John Keats Primary School and the Health Hub

John Keats Primary School is located in the lower floors of the Bermondsey Works residential scheme. The closure of Verney Road outside its play ground would improve air quality for its children and provide an opportunity to develop a school allotment. Adjacent to the school we propose to develop a major new health centre on Verney Way. Residents have told us about the importance of bus access to the health centre particularly for older people. This is something we are investigating with TfL.



KEY

-  Proposed Sports Hall
-  Local Views
-  Proposed Bakerloo Line Extension Station

Harris Academy

Cherry Garden Primary School

Spa School

Galleywall Trading Estate

Galleywall Primary School

Paterson Park

SOUTH BERMONDSEY

Phoenix Primary

John Keats Primary School

City of London Academy

Canal Grove Park

B&Q

Frensham Street Park

Penarth Centre

Christ Apostolic Church Revival Centre

IWMF

Christ Church Peckham

CLIWOM Sanctuary of Praise

Livesey Park

Livesey Park

Leyton Square Recreation Ground

St Francis Catholic Primary School

Camelot Primary School

Christ Paradise Church

Bird in Bush Park

Station Square

Life for the World Christian Center

Caroline Gardens



CHRIST APOSTOLIC CHURCH REVIVAL CENTRE



8 LIVESEY PARK



View to Caroline Gardens from Devonshire Grove

The view towards Caroline Gardens from Devonshire Grove will be enhanced by the creation of a new square outside Old Kent Road tube station.



OLD KENT ROAD TUBE STATION

10 Station Square

A generous square will be created at the entrance to the underground station as a place to meet and greet friends.

The Old Kent Road Community Forum was set up to start a dialogue between the council, local residents, business owners and employees, community groups and any other interested parties. The Forum regularly met in 2018-19 providing members of the community the opportunity to give feedback and suggest ideas on what they felt should be the future from of development in the area. One of their suggestions was that the council set up a Community Review Panel, to give local people the opportunity to engage directly with developers and the Council about emerging plans and strategies.



14 CHRIST CHURCH PECKHAM

Christ Church Peckham
Christ Church Peckham is where we held many of the Old Kent Road Community Forums. The vicar Hugh Balfour has been at the church for over 30 years and is a member of the Community Review Panel which was established in the summer of 2020.

Treasure House

The Grade II listed Livesey Library is an example of Victorian philanthropy, paid for by George Livesey who ran the Sunday school next door which illustrates the ideal of self improvement. It used to house the George Livesey museum, and some items of the council's art collection is still stored on the site. Residents have expressed a desire to have their museum open again.

13 TREASURE HOUSE

12 VIEW FROM OUTSIDE THE LEDBURY ESTATE



11 CAROLINE GARDENS



Caroline Gardens

Caroline Gardens is a very fine historic building which is owned by the council and provides housing for older people. Opposite is Jack Hobbs House which provides extra care housing. We would like to involve the older community in the design of our new park spaces.

SUB AREA 4

**HATCHAM,
ILDERTON**

AND

**OLD KENT ROAD
(SOUTH)**



ILLERTON ROAD

OLD KENT ROAD

Sub Area 4
(NSP69 - 71)
4740 Homes
4231 Jobs
0.44 ha Parks

PAST

The area has long been home to a mix of houses and flats, shops and factories. In the nineteenth century, the development of the gasworks, the Surrey Canal, railways and nearby docks brought a large number of jobs. This created huge demand for new homes to the east of the gasworks. The area around Hatcham Road and Ilderton Road was mainly residential, with streets lined by modest Victorian terraces with small back yards.

The area was heavily bombed during World War II, leaving large parts of it in ruin. After the war, town planners set out to separate housing from industrial and residential uses and the area became Hatcham Industrial Area. The area around Hatcham Road was redeveloped with small scale industrial units lining the once residential streets, which has made accessing units with large vehicles difficult. A number of pre-war industrial premises were incorporated into the new plans for the area. These include Hele Confectioners at the top of Hatcham Street, the metal workers (Penarth Works) behind the public house on the corner of Penarth and Hatcham Streets and the printworks at the rear of 152/154 Ilderton Road.

On Old Kent Road itself, the frontages on either side of the southern end of Old Kent Road were mainly residential, with small shops and pubs on the ground floor. One exception was the ABC cinema which stood on the corner of Gervase Road and the Old Kent Road. Housing and factories made way for retail warehouses and for Brimington Park which was established in the 1970s and 80s. The Tustin estate, which is on the north side of Old Kent Road was built in the late 1960s and replaced terraced housing.

To the south of Old Kent Road is the listed Licensed Victuallers' Benevolent Institution. The courtyard and chapel built in 1827-33 to the design of Henry Rose. Other ranges were added between 1858 and 1866. The complex was bought by the council in 1959 and renamed Caroline Gardens, it continues to house older people.



Old Kent Road



PRESENT

The frontages on Old Kent Road today are fragmented and interrupted by car parks and a petrol station. It is easy to miss the entrance to Brimington Park and the south side of the road is dominated by the previous Aldi supermarket and Toys 'r' Us store, now occupied by Lidl, which were designed for car users.

To the north of the Old Kent Road, the eastern side of Ilderton Road is lined mainly by industrial and distribution uses and depots, such as the Jewsons builder's merchants which take advantage of Ilderton Road's links to the wider highway network. However, Ilderton Road also feels rather neglected and has the character of a utilitarian servicing corridor.

The area around Hatcham Road is a densely populated industrial estate. However, the type of businesses on the estate changed in the early 2000s and as some of the manufacturing businesses moved out and a mix of faith premises and increasingly start-up businesses, artists and small-scale makers moved in. The small-scale industrial units in buildings such as the Penarth Centre and Hatcham Studios are home to a mix of artists and creative industries. Larger manufacturing uses have remained and grown, including Diespeker & Co's stonemasons, and James Glancy's Christmas decoration business. Increasingly existing business users have been subletting their premises to smaller businesses which supports a rich and diverse business ecosystem. These businesses rely on proximity to central London in order to be responsive to demand.

Redevelopment of the area will create better links to Brimington Park and will provide suitable units of varying sizes for the evolving mixes of industry located in the area including artists' studios.

The area is adjacent to the borough boundary with Lewisham. The proposals for New Bermondsey in Lewisham comprise the redevelopment of the area around the Millwall Football Club ground for a dense mix of residential and commercial uses and a new overground station. Development will be partly enabled by improved connections from Lewisham to South Bermondsey Station and the mix of uses proposed will complement the redevelopment of this area.

Proposals were developed in consultation with residents of the Tustin estate to improve existing homes and/or build new homes and a new school on the estate. The scheme will provide Homes .. affordable homes, with Phase 1 currently under construction.

The Aldi supermarket to the south of Old Kent Road has been redeveloped, providing a less car dominated environment and re-instating a frontage along Old Kent Road.

A number of other mixed-use developments are underway in the area, providing a variety of light industrial (B2) and distribution and storage floorspace (B8) in the area.

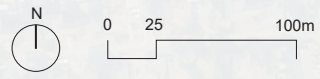
Along Ilderton Road, the area is starting to be transformed with a number of developments under construction including a 38 storey tower, above a B8 industrial logistics facility with affordable homes and an internalised servicing route for artic lorries.



Old Kent Road, view of OKR 18 and OKR 17

KEY

Approximate Scale: 1:4000



- Site Allocations
- Borough Boundary
- Pre-2021 Adopted Conservation Area
- Adopted Conservation Area 2021
- Grade II Listed Building
- Locally Listed Building
- Building and Features of Townscape Merit



Ilderton Primary School

Millwall FC

OKR 16

LB Lewisham

OKR 18

Tustin Estate

OKR 17

OLD KENT ROAD

FUTURE

OKR 16 | HATCHAM ROAD AND ILBERTON ROAD



7.9 ha
site area



84
businesses



859
jobs



2,200
homes



2,698
jobs



2
parks



homes



TBC
jobs

Existing

Development Capacity

Completed 2025

Site Allocation Masterplan

Hatcham Road will provide a range of workspaces including light industrial units suitable for small scale manufacturing and makers, artists studios and managed offices. The thriving creative business community will continue to represent the identity of the area. New homes will help create a vibrant new neighbourhood in which people can live and work. This mix of uses is something that has not been done on this scale in London before, the schemes which are already under construction in the area are forming part of the in practice examples, shaping co-location development across the city. The east side of Ilderton Road is suitable for depot and industrial uses, also within mixed use development that provides new homes. New pocket parks and greener and safer streets will improve the environment for people walking and cycling. This will include opening new links between Manor Grove and the Tustin Estate to Sylvan Grove, improving accessibility across the area to the new Old Kent Road underground station.

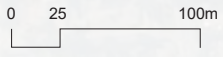












Site Requirements (also see NSP70)

- Redevelopment must:**
- Provide new homes (C3); and
 - Replace at least the amount of employment floorspace currently on the site (E(g), B8 class) which are consistent with the building typologies and land use shown in Figure SA4.3; and
 - Retain the land on the west side of Ormside Street and the Penarth Centre as Strategic Protected Industrial Land, suitable for employment uses and other sui generis transport related uses, such as car repairs. In addition, arts and cultural uses will be permitted in the Penarth Centre. Residential and other sensitive uses will not be permitted in SPIL; and
 - Provide land for the potential expansion of Ilderton Primary School; and
 - Provide public open space totalling - (1,990m²) with a commercial focus on Hatcham Road; and
 - Enable new east / west walking and cycling links to the proposed Livesey Park, as well as a new cut through pedestrian link at the northern end of Ilderton Road through the arch at South Bermondsey Station.
- Redevelopment may:**
- Provide retail uses; and
 - Provide leisure, arts, culture or community and education uses; and
- Heritage** There are a number of buildings of townscape merit within this site allocation (as identified in Fig SA4.1) including the Penarth Centre which remains an important part of the social history of the area. All of these buildings should be incorporated into the redevelopment of the site to preserve the character of the area.
- Phasing** See the table below for more detail on built, under construction, or consented schemes within the site allocation. The remainder of the homes will come forward post 2030 in BLE Phase 2.

KEY

Approximate Scale: 1:4000



-  Built
-  Under Construction
-  Planning Permission
-  New Building
-  Communal Amenity Space
-  Public Open Space
-  Hard Landscape
-  Footpath
-  Road
-  Proposed Bakerloo Line Extension Station



SITES | OKR 17

SOUTH OF OLD KENT ROAD (760 (LIDL STORE), 812 AND 840 (ALDI STORE) OLD KENT ROAD



2.0 ha
site area



4
businesses



55
jobs



1,000
homes



312
jobs



1
tube
station



homes



TBC
jobs

Existing

Development Capacity

Completed 2025

Site Allocation Masterplan

Development will provide new frontages on to the Old Kent Road. There will be shops, supermarkets, cafes and restaurants at ground floor with homes and other uses above. Parking at Aldi will be provided in the short to medium term however in the long term the car park will become a park. Parking on other supermarket sites will be wrapped with other uses. The Lidl site will become a new underground tube station as part of the Bakerloo Line Extension. Station entrances will open into a generous public square at the redesigned junction of Asylum Road with Old Kent Road that will give views to Caroline Gardens and will be accessible from surrounding residential neighbourhoods.



Site Requirements (also see NSP71)

- Redevelopment must:**
- Provide new homes (C3); and
 - Provide at least the amount of retail and employment floorspace currently on site, including the re-provision of Aldi Supermarket which are consistent with the Building typologies and land use shown in figure SA4.3; and
 - Provide a new tube station as part of the Bakerloo Line Extension. The station, tunnelling and worksite requirements will need to be incorporated into the site design and phasing; and
 - Provide new a new green park between Asylum Road and Brimington Park; and
- Redevelopment should:**
- Provide leisure, arts, culture or community uses
 - Provide employment uses E(g), B class).
 - Development should reinforce the high street and provide a new part of the town centre.
- Heritage** Development should take into consideration and respond positively to the Caroline Gardens Conservation Area and the historic listed buildings to the west of the site, by enhancing views to the gardens and chapel along a widened Sylvan Grove, and by providing a new pedestrian connection from Sylvan Grove through 760 Old Kent Road (Lidl site).
- Phasing** 760 Old Kent Road (Lidl store) is proposed as a new underground station. Together with the adjacent 812 Old Kent Road, both sites are identified as the proposed location of Old Kent Road Station worksite. These sites would be available for development following completion of the new station, currently scheduled for 2038. The consented mixed use scheme (planning ref: 19/AP/1322) for 840 Old Kent Road (Aldi site) is under construction and will provide 170 new homes and 1,830 sqm of retail floorspace.

SITES | OKR 18

DEVON STREET AND SYLVAN GROVE



3.0 ha
site area



42
businesses



217
jobs



1,500
homes



1,203
jobs



homes



TBC
jobs

Existing

Development Capacity

Completed 2025

Site Allocation Masterplan

Development will reinforce the frontages on Old Kent Road with shopping and retail uses at ground floor and new and refurbished business space providing space suitable for offices, studios and managed workspaces. The design of this area will combine its existing industrious character with the high street character of Old Kent Road. The architectural design of development should be reflective of the retained buildings with a robust character. Development closest to Old Kent Road can be slightly more distinguishable whilst reflecting the industrious character of the area, to assist with wayfinding to the new tube station opposite. Existing trees on Old Kent Road will be retained and enhanced. The eastern arm of Devon Street will be closed and re-routed to provide a central park at Devonshire Place with a pocket park to the north fronting the Daisy Business Park development. Community spaces will be provided at ground level on both schemes with spill out opportunities into the open space. A unified landscape design and management regime should be split between the schemes, to ensure a cohesive landscaping approach. New town centre links will provide enhanced permeability to Old Kent Road, Ilderton road and Livesey Park, enabling improved connectivity between surrounding communities.



Site Requirements (also see NSP69)

- Redevelopment must:**
- Provide new homes (C3); and
 - Replace at least the amount of employment floorspace currently on the site (E(g), B class) consistent with the building typologies and land use shown in figure SA5.3; and
 - Provide retail on the Old Kent Road frontage to reinstate the high street; and
 - Provide leisure, arts, culture or community uses; and
 - Provide new a new public square of at least 3,573 sqm at Devonshire Grove and Sylvan Grove; and
 - Provide a new access road into the Integrated Waste Management Facility IVMF.
- Heritage** The former warehouse buildings in Daisy Business Park along with the terraced buildings at 719-727 Old Kent Road and 731-733 Old Kent Road are locally listed and should be retained and incorporated into the redevelopment of the site to preserve the character of the area, with its traditional frontage along Old Kent Road. The site is in close proximity to the Grade II Listed gasholder.
- Phasing** 1,331 homes and 18,481 sqm of workspace have been built, are under construction or consented within the site allocation. The remainder of the homes will come forward post 2030 in BLE Phase 2.

SITES | COMPLETED, UNDER CONSTRUCTION, PLANNING PERMISSION



313-349 Ilderton Road



227-255 Ilderton Road

	Development	Homes		Employment (sqm GIA)		Date
		Total Homes	Affordable units	Total non-residential	Affordable workspace	
	Schemes Completed					
1	171 - 177 Ilderton Road	8	0	338	0	2020
2	179 Ilderton Road	9	0	166	0	2017
3	62 Hatcham Road	86	26	1,185	111	Feb 2019
4	180 Ilderton Road	84	84	2,351	235	TBC
5	313 - 349 Ilderton Road *	141	58	1,526	185	TBC
6	8-24 Sylvan Grove	80	80	0	0	Dec 2018
7	840 Old Kent Road	171	171	1,830	0	TBC
	Schemes Under Construction					
8	227 - 255 Ilderton Road	254	92	2,538	354	Jan 2021
9	Tustin Phase 1	167	167	0	0	
	Schemes with Planning Permission					
10	79 - 161 Ilderton Road **	321	118	946	334	Sept 2024
11	301 - 303 Ilderton Road	59	16	449	43	June 2023
12	12 - 38 Hatcham Road	49	17	812	82.5	Dec 2023
13	132 - 136 Ormside Street	0	0	270	0	Mar 2022
14	Unit 27, The Penarth Centre, 16 - 28 Penarth Street	0	0	174	0	Feb 2023
15	Ilderton Wharf 1-7 Rollins Street	163	53	890	97.3	June 2024
16	118 - 120 Ormside Street and 16 - 28 Penarth Street	141	47	4,176	419.5	RTG June 2023
18	19 - 35 Sylvan Grove	252*	23 and PIL	1,983	198.3	RTG Nov 2024
19	747 - 759 & 765 - 775 Old Kent Road & Land at Devonshire Grove	514*	200	908	81.3	April 2024
20	Tustin Phase 2 - 4	523	Subject to RMA	Subject to RMA	5666	
	TOTAL	3,193	1,323	22,372	7,806.9	

* With student accommodation. For purpose of calculating the Phase 1 cap, TfL advises that 3 student bedspaces should be treated as the equivalent of a single dwelling.

** With Co-living units: For the purpose of the calculating Phase 1 cap, TfL advises that 3 co-housing units should be treated as the equivalent of a single dwelling.

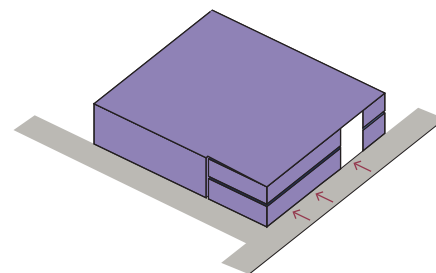
BUILDING TYPOLOGIES AND LAND USES

Below are a variety of typologies and land uses, which could be utilised to deliver the intensification of housing and employment across the area. Further details are set out in the Design policy in part 1 of the AAP.

STACKED INDUSTRIAL: Standalone Large Industrial Storage and Distribution Units

Is a building typology aimed at providing industrial intensification of larger industrial units, through the stacking of units across multiple floors. Ceiling heights should be at least 6-8m and ideally 10m-13m for larger units. Units should have square proportions and provide predominately column free space with large clear spans. There should be sufficient space for on-site servicing and storage to accommodate the requirements of units. The internal layout can be modular to provide adaptable floorplates to meet the requirements or a range of commercial occupiers.

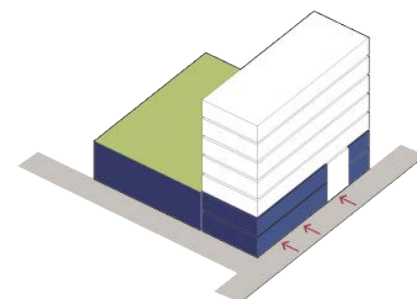
Suitable uses: *Storage, wholesale, distribution, depots*



VERTICAL MIX: Medium-Large Storage and Distribution Units

Industrial co-location by stacking residential on top of Medium-large storage and distribution units (B8). Large units vertically co-located with residential will require larger floor to ceiling heights to accommodate internalised HGV servicing, ideally between 9-12m. The number of columns should be minimised and there should be sufficient space for on-site servicing and storage. The frontages around blocks provide scope for two storeys of commercial space which can be used for offices, showrooms and studios. Residential amenity areas can be located on the rooftop.

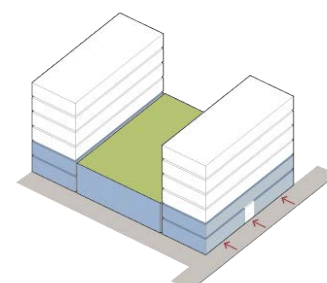
Suitable uses: *Storage, wholesale, distribution, light industrial depots within the central spaces*



VERTICAL MIX: Small Industrial Units

Industrial co-location by stacking residential on top of light industrial floorspace / workshops (B2). Double height spaces of 6-8m can be accommodated within the centre of blocks. Units would typically be 150-200m². Mezzanine levels can be provided around key frontages to be used for offices, showrooms and studio spaces that are ancillary to the commercial floor space. Smaller scale commercial floorspace can be provided across both the ground and first floor level beneath residential but should enable efficient access to the servicing yards through the appropriate location of the goods lifts. Basement levels, where appropriate should be utilised to accommodate residential servicing, storage or commercial uses.

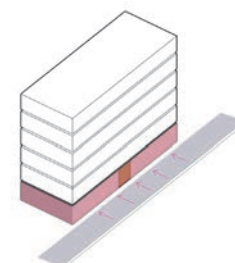
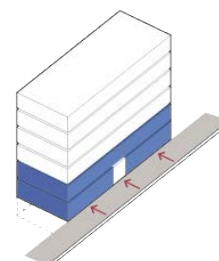
Suitable uses: *Light industrial uses and maker spaces within the central space*



VERTICAL MIX: Small Office / Studio / Retail

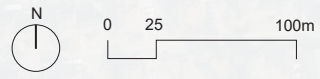
Industrial co-location by stacking residential on top of office / studio units or retail floor space. Workspace will be provided at ground and first floor. Ground floor ceiling heights should be a minimum of 4m. Basement levels should be utilised to accommodate residential servicing, storage or commercial uses where appropriate. Where there are large retail units provided at ground floor, these will be double height and served by generous footways.

Suitable uses: *Artists' studio and office space*

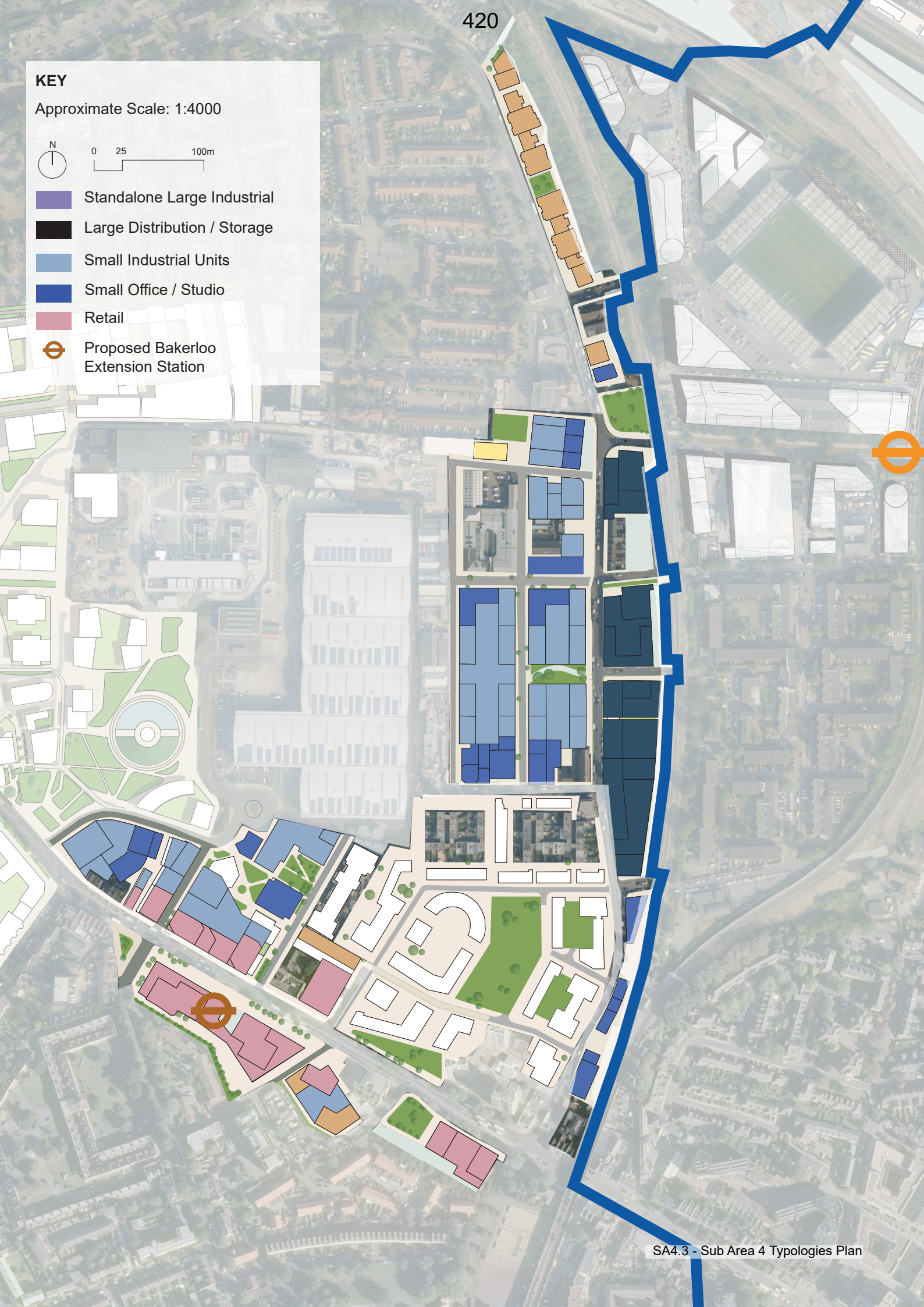


KEY

Approximate Scale: 1:4000



- Standalone Large Industrial
- Large Distribution / Storage
- Small Industrial Units
- Small Office / Studio
- Retail
- Proposed Bakerloo Extension Station



SERVICING AND ROAD NETWORK

Servicing

The local road network is part of a Controlled Parking Zone (CPZ) with loading bays and double yellow lines. Servicing to shops should not take place from Old Kent Road. Undercrofts should have a minimum height of 5m to allow clearance for delivery vehicles.

Primary Servicing Routes

Ormside Street, Hatcham Road and Penarth Street

There will be five new 5 metre undercrofted servicing routes between Ormside Street, and Ilderton Road. The area will be accessed from Ilderton Road from either of the junctions with Penarth Street and Manor Grove which will retain two way working.

These new service routes pass east to west through each of the blocks below the first floor podiums. They have been designed to be shared with developments on either side, thereby consolidating off street servicing arrangements. This has already been secured through S106 agreements for the schemes at 62 Hatcham Road, 180 Ilderton Road, and 78-94 Ormside Street. The same mechanism will be used on future schemes.

Ormside Street will become one way north bound and Hatcham Road will become one way south bound. Record Street will retain existing one way working and introduce one way working from Ormside Road to Hatcham Road.

Ilderton Road

Ilderton Road will be retained as two way working; the bus services are likely to increase to provide public transport interchange with Surrey Canal station. New routes will link through Surrey Canal Road and Wagner Street will become one-way working west bound. Servicing sites on Ilderton Road including Ilderton Wharf, 227-255 Ilderton Road and the Canterbury Industrial estate should allow for access for articulated vehicles, either below podiums or within yards, which should circulate one way through the sites.

Old Kent Road (South)

The area to the south of the Old Kent Road from the junction with Devon Street to the borough boundary will be subject to significant change to facilitate the delivery of the new Bakerloo Line Extension underground station at 760 Old Kent Road. When the station is operational there will be a realigned junction at Asylum Road. Gervase Street will end at the junction with Old Kent Road and local servicing will link to the area via Asylum Road. Leo Street will be retained as a two way working street. Residents of Burnhill Close will be able to access from Gervase Street and Leo Street.

Servicing to 760 Old Kent Road (Lidl) will need to take place to the rear of the site, with vehicles circulating from Asylum Road to Gervase Street. This space should be designed and landscaped for pedestrian priority, providing planting to shield Harry Lambourn House and should not be treated as a back of house area.

Devon Street and Sylvan Grove

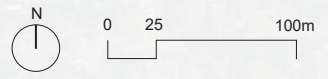
Due to the extent of change in the Devon Street area an enabling plan has been developed leading to an overall change to the area. Devon Street will become two way working to maintain access to Southwark's Integrated Waste Management Facility and to the London Power Network site.

The exit arm of Devon Street will be stopped up and Devonshire Grove will become a two way working carriageway leading to a new junction alignment with Asylum Road adjacent to the new Bakerloo Line Extension underground station at 760 Old Kent Road with a new access road from Sylvan Grove. The private road currently accessed from a junction with the Old Kent Road which is located between Murdock Street and Devon Street will be integrated into the new Livesey Park.

422

KEY

Approximate Scale: 1:4000



- Primary Servicing Routes
- No HGV Access - Width Restrictors
- Residential Streets
- Town Centre Links
- Borough Boundary



HIGH STREET STRATEGY

Existing

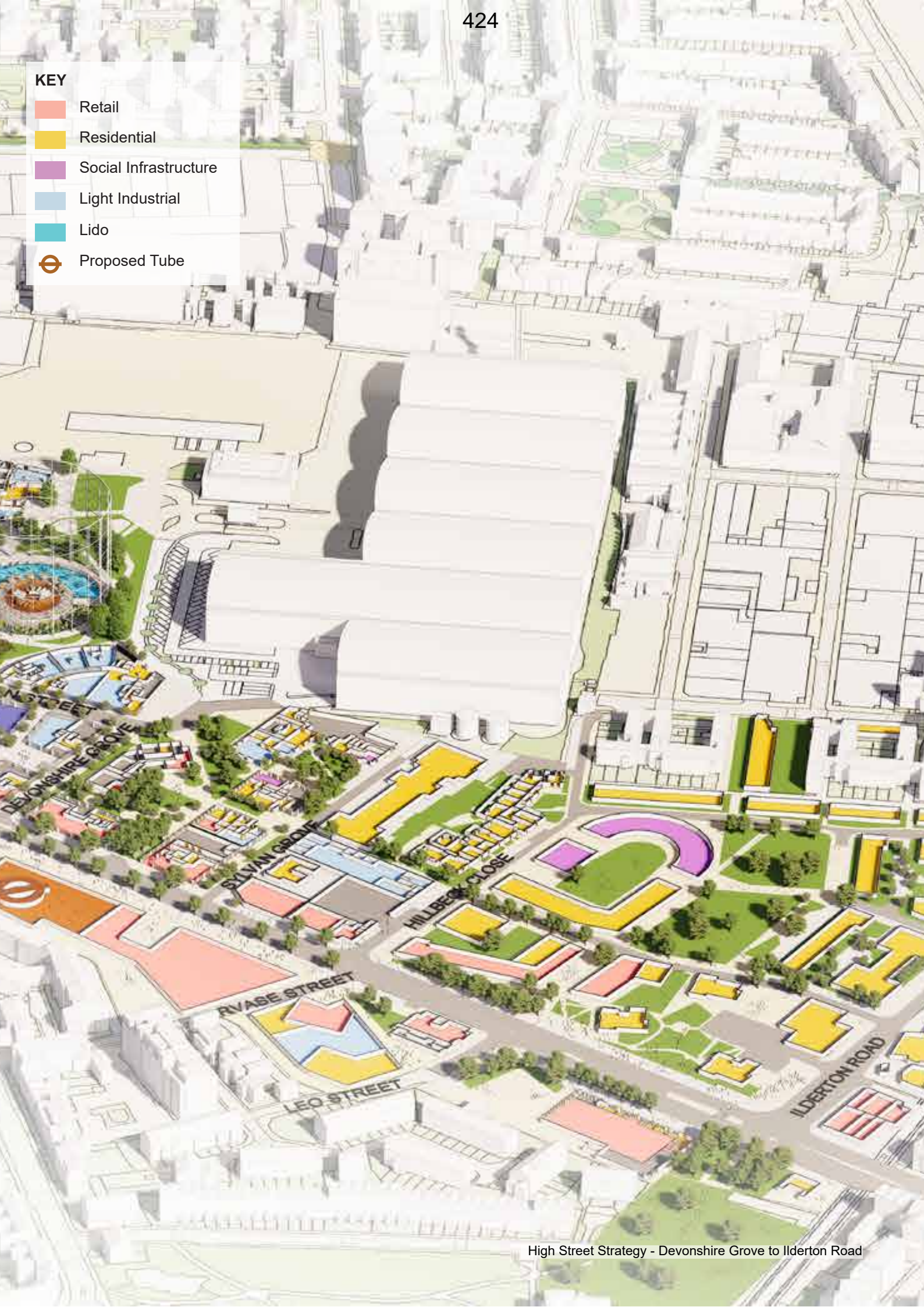
To the north of Old Kent Road, there are fragments of the Victorian high street remaining. The Council own part of the terrace of Victorian shops, including a fine Edwardian building which will be restored, through future high street funding. On the south side, is the Listed Former Kentish Drovers pub and a terrace of shops. The road is narrower in this location, so there is the potential for street paving, signage and furniture to be improved to create healthier streets. To the south of Old Kent Road, the street lacks any sense of place or enclosure and is dominated by the petrol station, hardstanding and large retail stores. There are some fine mature trees at Aldi and the Tustin Estate which are being retained as part of the redevelopment of this area, to enhance the maturity of greening to the southern end of Old Kent Road. The new development at 840 Old Kent Road (Aldi) provides an improved frontage onto Old Kent Road, with increased footway widths and mature trees, to improve the streetscape with entrances to retail stores and residential entrances providing activity. The development financially contributes to the enhancements of the Brimington Park entrance, improving its presence and connectivity across the road. At the borough boundary a piece of public artwork has been commissioned to provide a colourful addition to Old Kent Road which is reflective of the local community and will create a welcoming entrance to the borough.

Proposed

In this area, where retained historical frontages are limited and large sheds / residential towers are setback from Old Kent Road. The high street strategy seeks to reinforce street frontages, providing an activated building line adjacent to the Old Kent Road footway, lining both sides to restore the sense of a traditional London high street. The new Old Kent Road Tube station and the re-alignment of Asylum way will provide a 'station square' entrance / arrival space which will have a direct relationship with the high street, providing desire lines for visitors to local amenities. The new Devonshire Place development creates a great setting for the arrival of visitors from the new tube station, by providing a new open space between the 2 urban blocks that has a direct relationship with the high street, and provides increased permeability through the site. The architectural design provides marker buildings in the townscape, that will mark the new tube station. New development will ensure the area will become more permeable, with the introduction of town centre links to connect the residential hinterland with commercial uses along the high street. Whilst a section of residential ground floors are proposed to the north of Old Kent Road, the increased presence of frontages along the Road, will still contribute positively to the high street, the provision of an enhanced area of landscaping outside the Tustin Estate will contribute to delivering healthier streets.

KEY

- Retail
- Residential
- Social Infrastructure
- Light Industrial
- Lido
- Proposed Tube



PARKS AND RECREATION

New pocket parks, public squares and green links will improve the environment for people walking and cycling. As part of the Future High Street funding, a new crossing on Old Kent Road will be installed which will open up Brimington Park to make it more accessible to all. Links between parks will be improved with the streets retaining their mature trees and will connect to the new tube station and other local facilities such as schools, churches and shops on the Old Kent Road. Existing trees on Old Kent Road will be retained and enhanced with new planting such as the trees outside the ALDI superstore and Bowness House on the Tustin Estate.

Brimington Park

The park will have a stronger presence on Old Kent Road with an improved entrance to provide a greater sense of presence on the high street. The redevelopment of 840 Old Kent Road (Aldi) will provide a new frontage onto the park as well as S106 money to support the delivery of the enhanced entrance. There is also the potential to improve the sports pitches in the park and make better use of the railway arches.

Hatcham Road Park

A new pocket park will be created within Hatcham Road which will be fronted by business units, providing places to sit, eat lunch and socialise within working hours. The park will also benefit existing and new residents and facilitate social interaction.

Pat Hickson Garden

This park has been landscaped and opened in memory of Pat Hickson MBE, a longstanding chair of the Bonamy and Bramcote Tenants' and Residents' Association. There are opportunities for the installation of an urban orchard and improved landscaping on Surrey Canal Road.

Station Square – Old Kent Road Tube station

A generous square at the entrance to the new underground station will be created adjacent to the realigned junction of Asylum Road and Old Kent Road. It will provide an opening arrival space for visitors and local residents, opening onto the high street along Old Kent Road, fronting the Devonshire Place open space.

Bonamy and Bramcote Liveable Neighbourhood

Southwark has consulted on ideas to improve the streets around the Bonamy and Bramcote Estate through TfL's Livable Neighbourhoods programme. Improvements could include investments in new crossing points and other safety features and in new and existing green spaces, cycle routes or cycle parking. S106 funding will be spent on improving Bramcote Park. We have been working with the local community to develop a landscaping improvement scheme and a planning application has been submitted.

Bridgehouse Meadows

Walking and cycling links to Bridgehouse Meadows from the new Surrey Canal Linear Park will be made greener and safer. The new Cycle Future Route 12 will link Bridgehouse Meadows with Rotherhithe (to the north) and Peckham (to the south). By making use of good quality existing buildings such as the Penarth Centre and the Victorian buildings on Ilderton Road would also help create a pleasant walking environment.

Devon Street to Tustin Estate

Development will link Devon Street to the Tustin estate. This will be a series of connecting streets, in a parallel route to Old Kent Road which will provide a quieter route for people walking and cycling. The east-west 'leisure route' has been secured in the consented outline masterplan for the Tustin Estate, with the route continuing at the rear of 789/799 Old Kent Road to link to Sylvan Grove.




Ilderton Road

New developments will create better frontages on to Ilderton Road with wider footways and enhanced soft landscaping. There is the opportunity to improve the junctions and crossing points across the borough boundary to provide stronger connections to Bridgehouse Meadows. As part of the Future High Street funding, Cycle Future Route 12 will be built linking Brimington Park to the south and Bridgehouse Meadows to the east via Ilderton Road.

Arches and Bridges

Southwark will work with Network Rail, Lewisham Council and developers to make improvements to the bridges in the viaduct to make them lighter and more attractive. Development in this area will provide safer links to South Bermondsey station across to the Millwall Football Club Stadium, and link with Quietway 1. A colourful new mural celebrating the area's diversity was painted on the Old Kent Road rail bridge in summer 2024.

KEY

-  Green Link
-  Potential Green Link
-  Proposed Bakerloo Line Extension Station



Southwark Rail Station

Bramcote Park

Millwall FC

Pat Hickson Gardens

Penarth Centre

Listed Gasholder no.13

Gasholder Park

Daisy Business Park

Hatcham Road Park

Bridgehouse Meadows

Caroline Gardens

Station Square

Brimmington Park

BUILDING HEIGHTS GUIDANCE

Building heights in this area will vary in relation to the character and importance of surrounding spaces. Tier 1 buildings will be located at key borough boundary 'crossings', providing a mediating scale to the proposal at New Bermondsey. They will also mark the new tube station. The masterplan axonometric opposite shows the proposed and consented building heights within the sub area.

Hatcham and Ilderton Road

The key elements of the building heights strategy in this area are:

- The majority of buildings around Hatcham Road should be between five to six storeys, with some additional height on the corners of the perimeter blocks on Manor Grove, Penarth Street and Record Street; and
- Taller buildings will be located on the eastern side of Ilderton Road, particularly at the northern and southern ends which have better public transport accessibility, and around important junctions such as with Surrey Canal Road, which provides links to Lewisham and Bridgehouse Meadows. These taller buildings should be spaced out along the length of Ilderton Road and should be set back from Ilderton Road adjacent to the viaduct. A 10 storey shoulder block should be provided fronting Ilderton road, to mediate the transition in scale; and
- The tallest buildings will be of a similar height to the existing towers on the Tustin estate
- An additional tower will be provided within the Tustin Estate, the composition and architectural design of the tower should reference the existing towers.

South of Old Kent Road

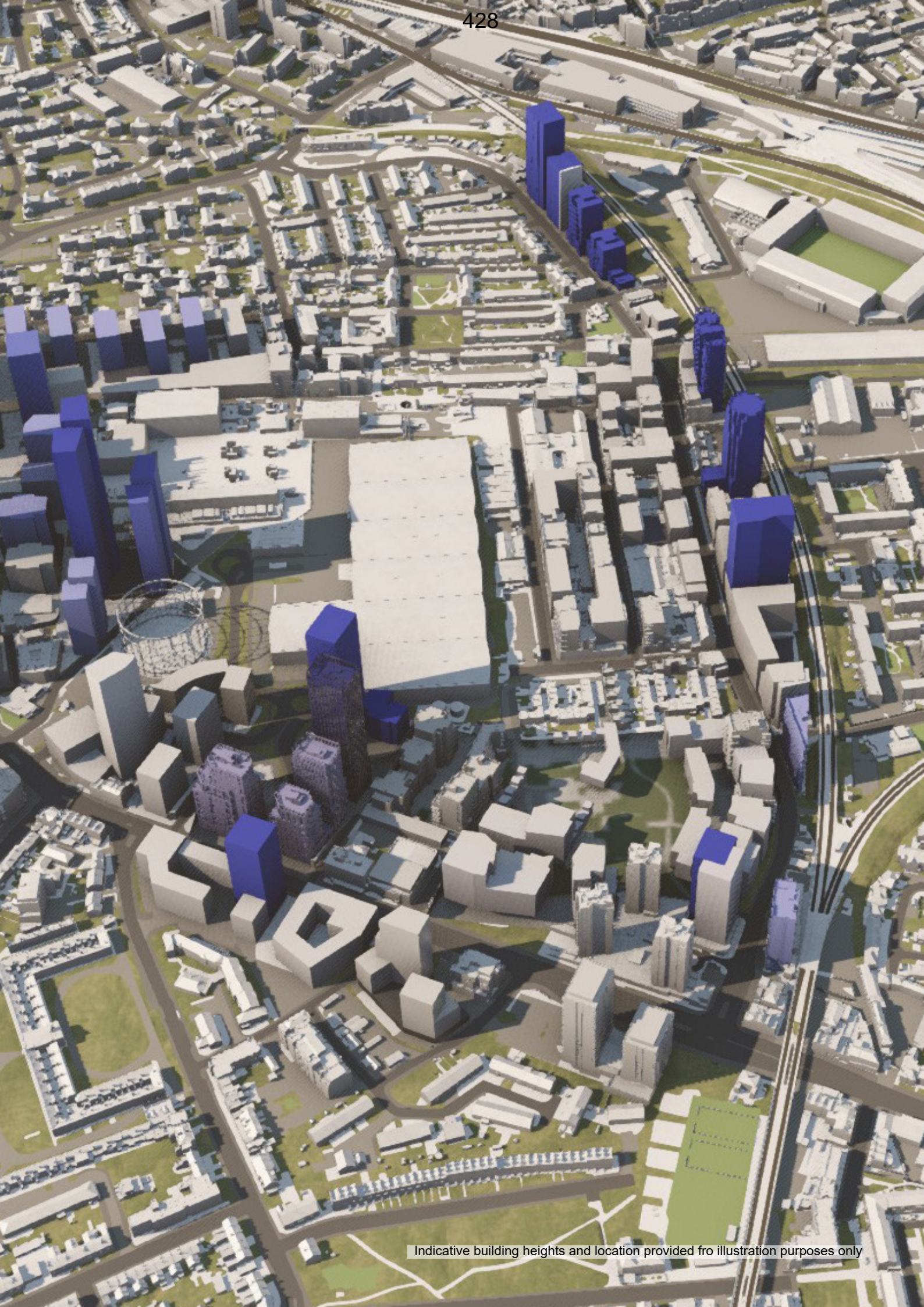
Buildings heights here will be significantly taller, reflecting the 'Stations and Crossings' strategy. The key elements of the building heights strategy in this area are:

- Immediately adjacent to the station entrance and station square, there should be two 'Tier One' towers; and
- To the south of the station the buildings will reduce in height to Tier Two and then Tier Three with other buildings in the area varying in height between eight to twelve storeys, depending on their immediate context. The design of taller buildings will:
- Carefully consider their impact on the skyline, especially in the context of surrounding heritage assets;
- Moderate the scale and modulation of façade elements to take long distance views into account (e.g. creating larger apertures); and
- Be grounded in public realm of a generosity that is commensurate to their height.

Devon Street and Sylvan Grove

The key elements of the building heights strategy here are:

- The buildings fronting on to Old Kent Road should be between eight and ten storeys to frame the high street;
- Buildings set back from Old Kent Road should rise to between eight and twelve storeys; and
- There is scope for 'Tier One' and 'Tier Two' Three' tall buildings within the northern parts of the site, adjacent to a commensurately sized open space at Devonshire Grove and Sylvan Grove



DESIGN GUIDANCE

GROUND FLOOR STRATEGY

OKR 16

Uses

- Hatcham Road and Ormside Street lend themselves to support the provision of light industrial floor space co-located with residential accommodation. Commercial spaces on ground and first floor of the podium need to be designed in open rectangular footprints that are practical for occupiers to use.
- The eastern edge of Ilderton Road lends itself to larger plot sizes which are appropriate for larger scale storage and distribution uses (B8).
- Two storeys of commercial space should front the street, providing windows into work opportunities. Mezzanine levels can be installed to provide ancillary uses such as office space. Active uses, workspace entrances and residential lobbies wrap around primary frontages such as those on Ilderton Road and east-west elevations along Hatcham Road and Ormside Street. Entrances should have a clear and legible position in the streetscape.

Servicing

- We will introduce one way vehicular movement on Hatcham Road and Ormside Street, reducing the carriageway in width by a lane. Shared east-west internal servicing yards allow efficient use of small plot sizes. This undercroft servicing will remove servicing needs off street and provide direct access to commercial units. A clear height of 4.5m will be provided at ground, to allow vehicular access, primarily by van and small rigid wheelbase vehicles.
- Sites on the east side of Ilderton Road units should be serviced away from Ilderton Road from streets such as Rollins Street where possible. This will reduce the number of vehicle crossovers along Ilderton Road, improving pedestrian permeability. Ground floor heights are greater in this location to suit the types of uses, providing access for large vehicles. Servicing undercrofts are located to the eastern edge of the development along the railway viaduct, which lends itself to back-of-house uses.
- All servicing entrances should be gated, with a materiality that is in line with the architectural detailing used in the host development. On street loading bays may be provided where appropriate to create additional capacity for refuse collection and other servicing needs.

OKR17-OKR18

Uses

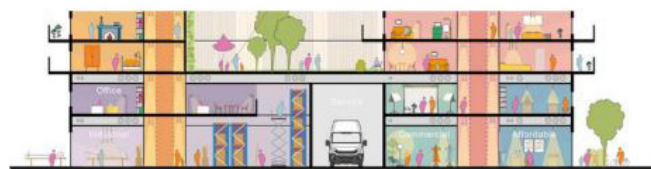
- Development should re-instate the high street frontage, providing small commercial and retail uses, with the provision of community facilities.

Servicing

- Proposed development should be serviced from side streets rather than from Old Kent Road. The widening of Devonshire Grove and introduction of two way access will provide access to plots on either side and in the longer term once the junction with the Old Kent Road has been improved, enable the closure of the west end of Devon Street. There is scope for on-street loading bays on Devon Street and Devonshire Grove.



Typical Ground Floor Plan



Typical Section



Devonshire Place High Street Frontage

PUBLIC REALM AND OPEN SPACE

OKR16

Public Realm

- Building lines along Hatcham Road and Ormside Street will introduce a small set back and allow for widened footways of at least 2.4m . The introduction of one-way movement along the historic layout of Hatcham Road and Ormside Street, will enable a reduction in carriageway widths. This will also provide increased footway for urban greening, rationalised on street loading and visitor parking.
- East-West streets should be designed to reduce vehicular traffic and prioritise pedestrians and cyclists, through narrow road widths with pavement build outs and trees and parklets. N/S streets with widened footways will become a multi-functional space accommodating new tree planting, rain gardens, and open hard surface areas for rationalised on-street servicing and visitor parking.
- Along Ilderton Road, development is advised to have a sufficient set back to provide widened footways (of at least 3m and wider where space allows) which will facilitate higher volumes of pedestrian movement and increased landscaping opportunities. A new cycle future route will be constructed at the south end of Ilderton Road, providing a safe route for sustainable travel. Pavement widths of secondary streets should also be widened, particularly where they provide entrances to commercial uses.
- Where vehicle crossovers are proposed these should be clearly legible through landscaping and alterations in surface materials to minimise conflicts in movement and ensure pedestrian safety. Traffic management measures could be installed to reduce the speed of vehicular movement.
- Robust materials should be used at vehicular crossings.

Open Space

- Hatcham Road and Ormside Street - Pavements and open space must be designed as multifunctional zones to allow for residential amenity and active light-industrial uses over various times of day and week. A new pocket park should be provided linking Harcham Road with Ilderton Road to provide a multi-functional space for workers, residents and incidental play opportunities.
- The robust industrial character of the area must be retained and referenced within the design of new public spaces, which could include the re-use of existing materials.
- Open space provision on Ilderton Road has been improved by the recently opened Pat Hickson Garden. A further pocket park should be provided on the site of 79-161 Ilderton Road. There is scope for further greening on Ilderton Road, at the north end in front of the traveller site and shopping parade and

elsewhere through additional tree planting and rain gardens where space allows. Existing trees should be retained and protected.

OKR17 / 18

- Frontages are set back along the Old Kent Road to provide improved public realm.
- A new public square outside the tube station should provide a destination space for people to dwell.
- A widened entrance to Brimington Park will increase legibility of the park from along Old Kent Road.
- New public art commission will redefine the Old Kent Road bridge, creating a vibrant and welcoming entrance at the borough boundary. The art is reflective of local community hubs within Old Kent Road.



Hatcham Park



Ilderton Road



Hatcham Road

DESIGN GUIDANCE

IDENTITY AND CHARACTER

OKR 16

Built Form

- Proposed development along Hatcham Road and Ormside Street, is defined by the historic road layout and existing ownerships. There should be a continuation of a strong horizontal structure with appropriate window / door detailing which could reference the 1950s industrial heritage in the area. The unstructured nature of the area is part of its character and charm. This should be maintained, avoiding an overly ordered architectural manner.
- The existing form of buildings and yard spaces should inform the design of development and its landscaping.
- Along the eastern edge of Ilderton Road, larger scale industrial and logistics units are being constructed. The distribution of the mix of commercial and residential uses should be planned, to ensure that residential use does not undermine the commercial use and vice versa. This can be achieved by a simple separation in residential and commercial servicing.
- While tall buildings are often designed with a podium, the tall building form and articulation should run the full height of the building. This principle is evident on the development at 227-255 Ilderton Road, which is currently being constructed.
- A 9-10 storey shoulder height is being established along Ilderton Road, with taller buildings located to the rear of sites adjacent to the railway viaduct. The shoulder block provides a positive transition with the streetscape.
- Located at the borough boundary, the design of developments along Ilderton Road that face Lewisham and the railway should provide a positive interface.

Character / Detailed Design

- The detailed design and character should be reflective of the mixed-use area expressing the difference uses and their amenity spaces. However, there should be a coherence in the totality of the design in terms of the proposed proportionality, bay details and rhythm of the structure of the building.
- Bay detailing and glazing should be reflective of the industrial use. We would expect a sense of depth to the mullions and transoms to be provided within the bay infills at ground and first floor level.
- Development should be inspired by the existing context and designers to consider the more gritty and utilitarian nature of the area. The area along Hatcham and Ormside Street is more typical of brick and metal 1950's industrial buildings.

OKR17 / 18

- There is an opportunity for more variation with architectural forms, to aid legibility and wayfinding to the proposed new tube station.
- Retail and community uses should provide active frontages to OKR, avoiding the application of film to windows which may disrupt passive surveillance.
- Materials should still be solid and robust, but colour variations may be more flexible.



Typical Schematic Elevation



Material Examples - Local Context Images



Illustrative Typical Street view

RE-IMAGINING SUB AREA 4

Before



After



CONNECTING COMMUNITIES

Development will help improve the environment for people walking and cycling, help strengthen the network of parks and improve the links between parks, the new tube station and other local facilities such as schools, churches and shops on Old Kent Road.

Brimmington Park

Brimmington is a popular five a side football facility adjacent to the railway line which the council will be investing in, using money from the development of the adjacent Aldi scheme. The Friends of Peckham East (fope.org.uk) have inputted into the wider park design. FOPE hold an annual park festival, something the council would like support through Community Infrastructure Levy funding.



1 BRIMMINGTON PARK

2 AMP STUDIOS

AMP Studios
AMP Studios is an events space and a hub location for arts and creatives.

3 Old Kent Road

The residents of the Ledbury Estate would like improved crossings on Old Kent Road to give them better access to Brimmington Park. Adjacent to the park is the Aldi supermarket, one of the five major retailers on Old Kent Road that provides good value affordable groceries for the local community, as well as being major local employers.

5 Ilderton Road

New frontages will improve Ilderton Road while crossing points will better connect Bridgehouse Meadows to the wider area.

4 SO FRESH CAFE

6 BRIDGEHOUSE MEADOWS LINKS

Bridgehouse Meadows and Millwall Football Club

Bridgehouse Meadows is a large open space in Lewisham and we would like to improve cycle links towards it and the new London Overground station at New Bermondsey. Millwall Football club is a great local institution, and like most clubs provides outreach to local schools with coaching, training and mentoring sessions.





Devon Street to Tustin Estate

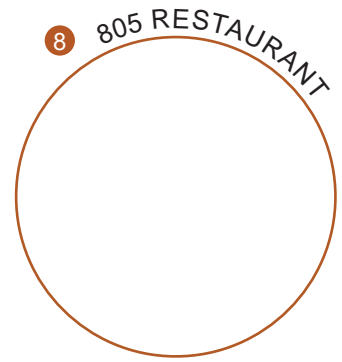
We are currently consulting the residents of the estate about its future.

The residents have produced a manifesto of what they would like to see on the estate. Improved links parallel to Old Kent Road would provide quieter and safer routes for walking and cycling particularly for children of the Pilgrims Way school.

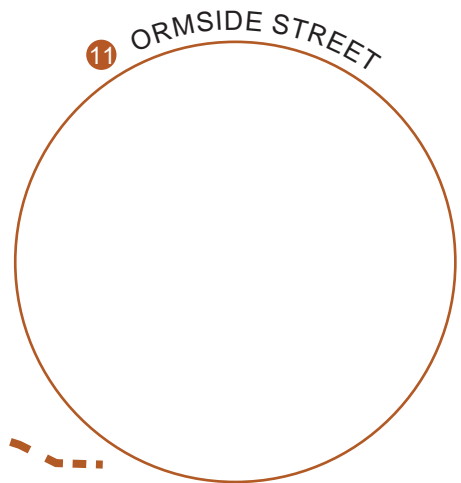
KEY

-  Local Views
-  Proposed Bakerloo Line Extension Station





Ormside Street
Is home to events spaces, churches, taxi repair garages, scaffolding yards and a stone mason.



Pat Hickson Park
A brand new public open space discovered just off Ilderton Road – previously a neglected piece of land adjacent to the railway viaduct. It was officially named after Pat Hickson, Chair of the Bonamy and Bramcote TRA.



Ilderton Primary School
A new school fence, with planting to shield children from noise and pollution from Ilderton Road was installed last year, partly funded by developers contributions.





SOUTHWARK ATHLETICS CENTRE



20 BEDE LEARNING DISABILITY CENTRE

Bede Learning Disability Centre

A not for profit organisation that helps those with learning disabilities, develop their skills, expand their circle of friends and help other people.



18 ROTHERHITHE CHILDREN & FAMILY CENTRE

Rotherhithe children & family centre

Provides support and advice for families and pre school provision.



19 SOUTHWARK PARK / DILSTON GALLERIES

Southwark Park / Dilston Galleries

Founded in 1984 with the renovation of the then derelict Southwark Park lido café by The Bermondsey Arts Group.

The Gallery is located in an old church building across the park lake, and exists to enable all members of the community to fully participate in and have access to contemporary art.



17 ILDERTON ROAD SHOPPING PARADE



16 SOUTH BERMONDSEY STATION

South Bermondsey Station

We will improve connectivity to South Bermondsey Station with walking and cycling routes. This will include opening up a new entrance to the station through the viaduct from the New Bermondsey development in Lewisham. This should bring more footfall to the Ilderton Road shopping parade boosting trade.



15 JEWSONS AND ILDERTON CAFE

Jewsons and Ilderton Cafe

Jewsons is one of a number of builders merchants in the area that support both the local building trade and DIY enthusiasts, and is a key part of the areas service economy. Located in

the remaining fragment of the areas Victorian terracing adjacent the Ilderton Café provides affordable food for the employees of the neighbouring industrial uses.



SUB AREA 5

SOUTH BERMONDSEY

Sub Area 5
3232 Jobs

OLD KENT ROAD

Ildefonso Road



PAST

The character of South Bermondsey has been shaped by the extensive railway viaducts the first of which was completed in 1836 by the Greenwich and London Railway to serve central London's oldest railway terminus at London Bridge station. The viaduct originally accommodated two tracks but was subsequently enlarged throughout the 19th and the early 20th century as London and the railway system that served it grew in size. Part of London's first railway system, they are amongst the oldest railway viaducts in the world.

Following a dispute between the South Eastern and Croydon and London Railways and the Greenwich and London Railway about charges levied by the latter for the use of London Bridge Station for passenger traffic, a new branch line running to the west, was built in 1844 which terminated at the Bricklayers Arms. This had a short life as a passenger station for the South Eastern and Croydon and London Railways but following the resolution of their dispute with the Greenwich and London Railway they began sharing London Bridge Station again and the branch became a goods only line in 1851. The rail bridge that provided access to the Bricklayers Arms across Rotherhithe New Road was removed in the early 1980's. The bridge abutments remained and have been re-used for the new cycle and pedestrian bridge that was installed in 2019 as part of Cycleway 10 (Waterloo to Greenwich).

In 1846 The Croydon and London Railway merged with the Brighton Railway to form the London Brighton and South Coast Railway (LB&SCR) referenced on the Ordnance Survey (OS) map of 1896 opposite.

By the 1880s London's continuously expanding urban area was starting to encroach on the railway lands. Despite the Victorian city having already expanded further to the southeast, the area was still relatively undeveloped compared to the surrounding neighbourhoods of Peckham, Walworth, Deptford and New Cross. By the end of the 1890s terraced urban expansion had wholly encompassed the railways, interspersed with local industrial uses and factories.

There has been manufacturing and industrial uses in the area since the mid-19th century. The Admiral Hyson Estate site hosted a glue works in the 19th century and cold store in the mid-20th century. Towards the end of the 19th century the spaces between the viaducts near the present day South Bermondsey Station were host to the 'Rotherhithe Road' train carriage depot. South Bermondsey Station which was originally located on Rotherhithe New Road was moved south to its current location in 1928. By the end of the 20th century the depot had been replaced by today's Bermondsey Trading Estate. On Galleywall Road the former Shuttleworth Chocolate Factory, established on the site during the early 1890s (and where 'After Eight' mints were made), was redeveloped in the late 1970s, initially as a printworks and later as the Galleywall Trading Estate.

During WW2 the areas rail and industrial infrastructure were heavily bombed and there was consequently extensive damage to the surrounding housing. Post war planning sought to rationalise land uses by separating industrial and residential uses as much as possible. Pre-war housing and industrial uses were more closely intertwined as shown in the historic OS map. Bomb damaged terraced housing was replaced by flatted blocks and towers at similar densities but with more extensive open space than had existed before such as the Rennie Housing Estate.

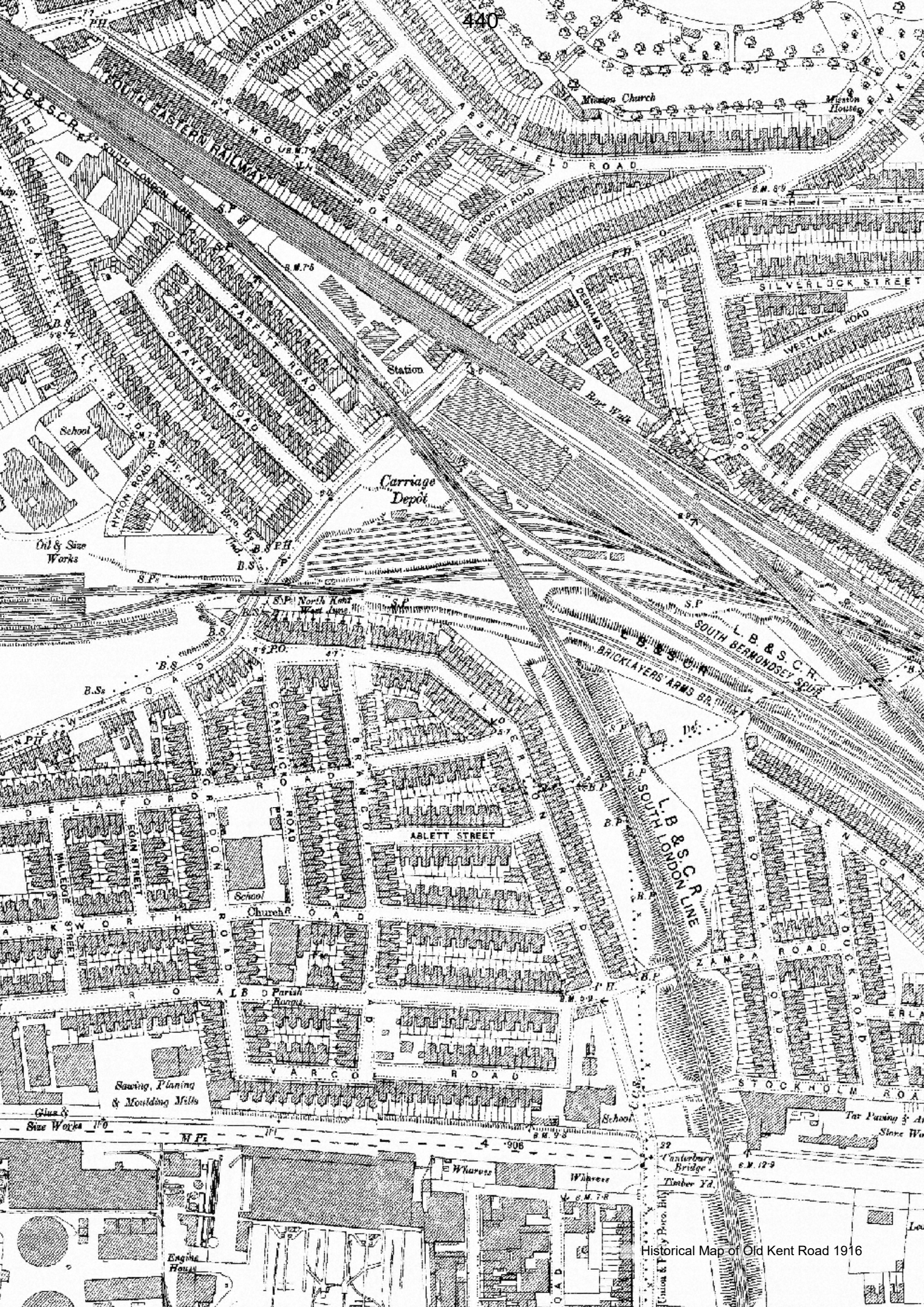
By the 1980's the demand for transporting goods by rail had fallen to the extent that the Bricklayers Arms goods line was no longer needed, and the former railway lands between the viaducts and embankments were redeveloped into the Rotherhithe and Bermondsey Trading Estates.



Drawing of the Greenwich to London Railway



Former Shuttleworth Chocolate Factory



Historical Map of Old Kent Road 1916

PRESENT

South Bermondsey today is still segregated by railway lines and contains industrial sheds and yards with some late 20th century housing surrounding the industrial estates. This historic section of railway track dates back 150 years and features some of the most complex track layouts in the world. This has historically created a bottleneck for train services into London Bridge station known as the Bricklayers Arms Junction. The 'Bermondsey Dive Under' project was completed in 2016. This untangling of the tracks enabled Southeastern trains from Kent to 'dive under' the Southern and Thameslink trains from Sussex with each train service having a dedicated line into London Bridge station. The project has made train services more reliable for commuters opening up more opportunities for jobs in Southwark and Lewisham.

Beneath the tracks, the railway arches provide space for a range of businesses and a walking route known as the Low Line. On this section of arches between South Bermondsey and London Bridge there are over 15 breweries and distilleries making up the 'Bermondsey Beer Mile'. South Bermondsey rail station provides regular services direct into central London and connects the area with neighbourhoods further afield throughout southeast London. Ilderton Road and Rotherhithe New Road provide the main routes for the bus network and HGVs serving the industrial estates. Between the railway viaducts is the busy Bermondsey Trading Estate. Providing space in warehouses and arches, there are a variety of businesses, including metal works, breweries, skilled trades, masonry, food production and distribution, a recording studio and rehearsal space and gig and rig equipment hire.

To the north is the Rotherhithe Business Estate which has well maintained, relatively modern industrial units and railway arches. The Admiral Hyson Estate to the east and the Galleywall Trading Estate to the north contain several warehouses with printing, logistics and distribution companies. The records archive for the Church of England is also located in the Galleywall Trading Estate. The northern face of the viaduct has a continuous run of railway arches along Silwood Street and Raymouth Road. Some of these are recently refurbished while others are older. The Silwood Street arches are mostly vacant following the Dive-Under works. To the south there are many large arches in an exposed, poorer condition currently used as shelter for construction and building materials by Network Rail and its partners. As London's population and economy have grown so has the demand for industrial space in the area.

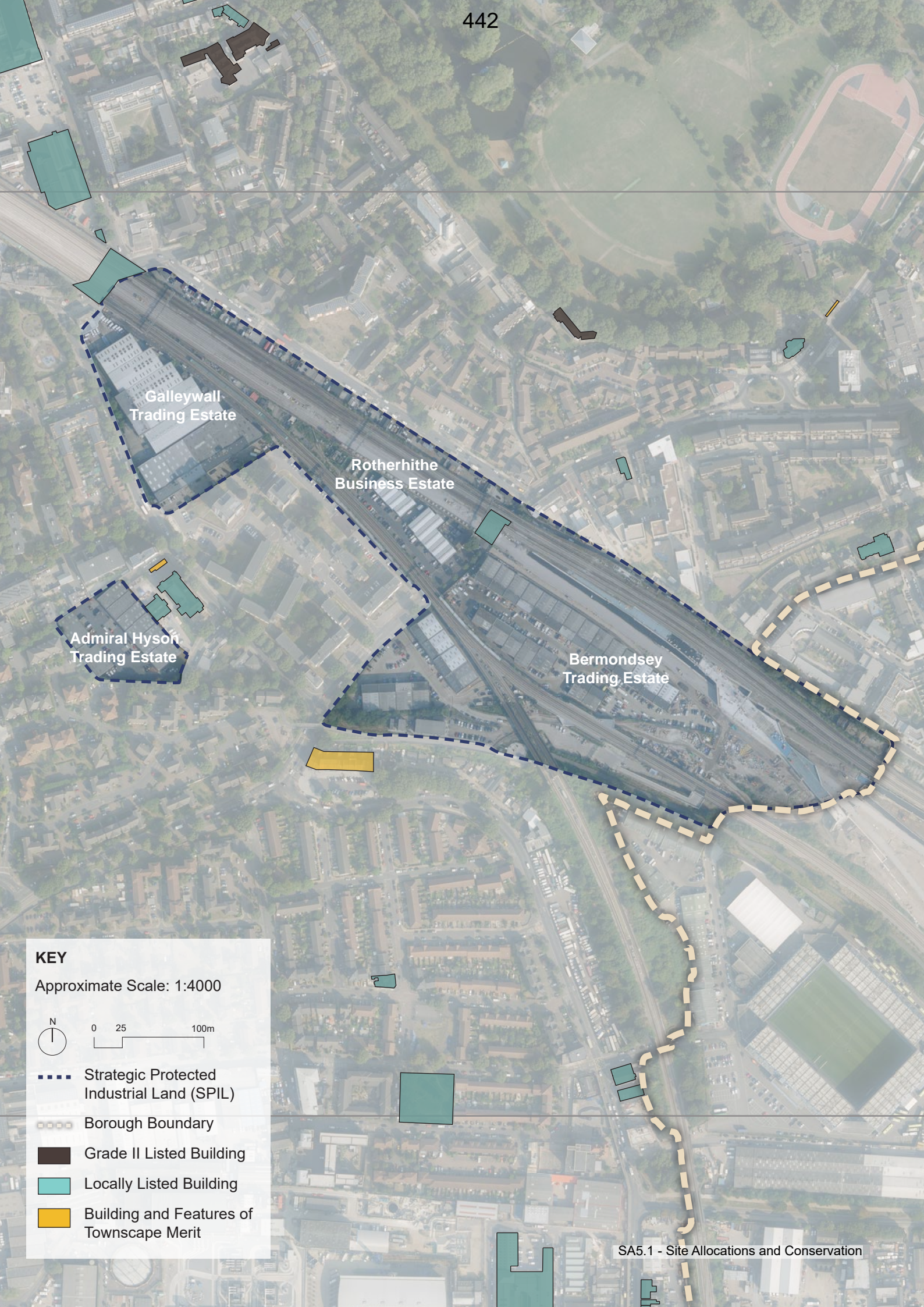
The housing is a varied mix, from maisonettes and tower blocks on the post-war Rennie Estate, to '80s and '90s low rise and low-density suburban style housing built on the former Bricklayers Arms railway sidings. Cycleway 10 runs through the housing estates and follows the old railway viaduct across Rotherhithe New Road to South Bermondsey station past Millwall Football Stadium along to Lewisham and beyond. There is a small parade of shops at South Bermondsey station on Ilderton Road and some shops to the north on Rotherhithe New Road. However, overall there are relatively limited shops and services in the area for the residential and working population.



Bermondsey Trading Estate



Aerial view over South Bermondsey



Galleywall Trading Estate

Rotherhithe Business Estate

Admiral Hyson Trading Estate






Bermondsey Trading Estate

KEY

Approximate Scale: 1:4000



0 25 100m

-  Strategic Protected Industrial Land (SPIL)
-  Borough Boundary
-  Grade II Listed Building
-  Locally Listed Building
-  Building and Features of Townscape Merit

FUTURE

INDUSTRIAL INTENSIFICATION

BERMONDSEY AND ROTHERHITHE TRADING ESTATES AND BERMONDSEY DIVE UNDER



3.33 ha
site area



18
businesses



330
jobs



78,492 sqm
industrial
floorspace



3,232
jobs

Existing

Development Capacity - sites 1- 4

GALLEYWALL TRADING ESTATES



1.54 ha
site area



7
businesses



297
jobs

Existing

HYSON TRADING ESTATES



0.62 ha
site area



6
businesses



47
jobs

Existing



LEWISHAM

There are several developments sites located in Lewisham, close to the boundary with Southwark. We are working with Lewisham to explore opportunities for business relocation and growth across both boroughs. Recent development on Silwood Street has provided 61 homes and 1616sqm commercial floorspace. There is also a masterplan for the development of land around Millwall Football Stadium to provide 2,900 new homes, 62,000 sqm of commercial floorspace and a new overground station (called New Bermondsey). This will bring significant additional economic opportunities for business uses located in South Bermondsey.



KEY

Approximate Scale: 1:4000



0 25 100m



Proposed Overground Extension Station

Under Construction



Planning Permission



Borough Boundary



South Bermondsey



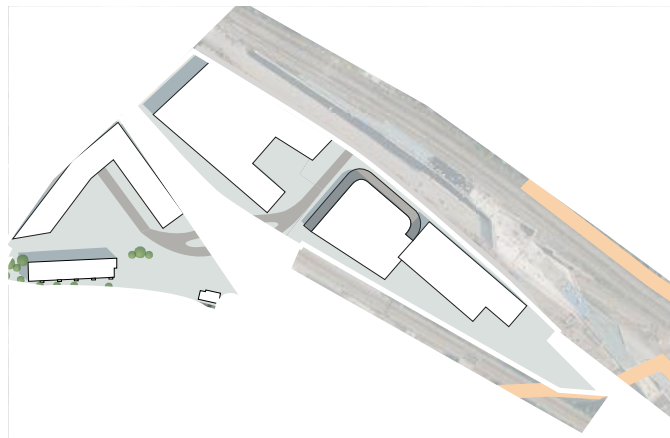
SITES | SUB AREA 5

SOUTH BERMONDSEY SUB AREA

Site Allocation Masterplan

South Bermondsey will continue to thrive as an employment destination for a range of industrial and light industrial uses. The site is designated as Strategic Protected Industrial Land (SPIL) and has significant opportunities for industrial intensification. Within the sub area, four sites have been identified for increasing industrial capacity; The Bermondsey, Rotherhithe, Galleywall and Admiral Hyson Industrial Estates. As well as bringing vacant arches into use, development should optimise sites by stacking industrial uses in multi-storey buildings of 2 to 5 storeys serviced by either goods lifts or vehicular ramps where space allows as set out in the building typology section. Intensification will ensure the right type, size and quality of spaces are provided for the types of businesses which are vital to the servicing of central London. This approach will ensure the delivery of the plans employment target.

Outside of the industrial estates, the walking and cycling routes around the arches and South Bermondsey station and the station approach will become a pleasant and safe environment with well-lit routes and lots more activity, as promoted in AAP8 "Movement". The industrial estates are all designated SPIL consequently the type of employment uses that will be expected here will be those which are not necessarily compatible with residential or other sensitive uses. This means that the number of new homes to be delivered in this area will be limited to infill sites in the surrounding residential neighbourhoods outside the designated SPIL.



Site Requirements

Re-development should:

- Follow the design guidance in AAP12 "Design" 7.1 and 10.1 to 10.5
- Provide an increased presence in the streetscape, particularly when fronting Cycleway 10 (C10) Waterloo to Greenwich and Cycle Future Route 12 (CFR12) Peckham to Rotherhithe, to improve the existing environment for pedestrians and cyclists in the area. This should include ensuring that buildings that front onto the pedestrian approach to South Bermondsey Station provide passive overlooking at ground floor level and have direct "front door" access from the station's pedestrian approach. This will provide an increase the sense of safety and security for users of the station. This should also enable the removal of the security fencing that currently lines the north of the station approach footway.
- Provide amenity space for employees of businesses in the area.
- Provide increased landscaping and mature trees

including on the South Bermondsey Station approach.

Heritage Considerations

There is a small row of houses which lie adjacent to Galleywall Industrial Estate which are the only non-industrial uses in the area. The London Bridge viaducts, and the Bricklayers Arms branch bridge abutments at Rotherhithe New Road are structures of historical significance. The parade of shops at the top of Ilderton Road are buildings of townscape merit. The Galleywall Primary School is a Victorian "London Board School" building of architectural merit the setting of which would need to be carefully considered in the context of the industrial intensification proposed on the Admiral Hyson Trading Estate.

Building Heights

The stacked industrial warehouses will range from 2 to 5 storeys in height, although the storey heights will be greater than typical residential uses and so would be the equivalent of between 4 to 8 residential storeys.

MULTI-STOREY STACKED INDUSTRIAL TYPOLOGY PRECEDENTS



Industrial Park - Bromley By Bow



Generator Scheme - Park Royal



Be First Scheme - Barking + Dagenham

BUILDING TYPOLOGIES AND LAND USES

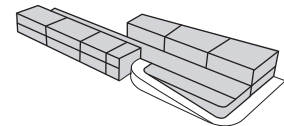
Development at the Bermondsey, Rotherhithe, Galleywall and Admiral Hyson Trading Estates and 'Bermondsey Dive Under' site will intensify industrial and light industrial uses in Old Kent Road and South Bermondsey. The redevelopment of the sites will support growing sectors like E-commerce, last mile logistics, R&D, Life Sciences and accommodate existing businesses through relocation.

The sites provide scope for a range of typologies, which include provision of warehousing spaces, trade counters and light industrial units of varying sizes, within multi-storey buildings. Servicing of upper floors can be accommodated either through provision of an external vehicular ramp or goods lifts. Buildings can be scaled up and down in height and delivered independently or in phases, enabling the industrial offer within these sites to adapt over time and respond to market demand.

Suitable uses: *Storage, wholesale, distribution, depots, film companies, light assembly, food production, printing, textiles, research and development, life sciences, publishing, storage, studios, last mile logistics, creative studios.*

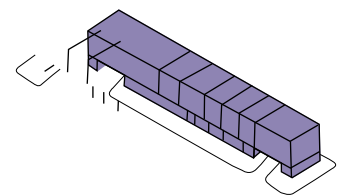
■ MULTI-STOREY STACKED INDUSTRIAL WITH VEHICLE RAMP ACCESS TO UPPER FLOORS

These buildings accommodate multiple unit sizes including large units of 1,000sqm+. Small and medium sized units can be located on the upper floors, serviced from an upper level courtyard accessible from the vehicular ramp. All units should have regular orthogonal plan forms and either clear span interior spaces or a 10m internal column grid. Ceiling heights of large ground floor units are 8-12m with floor loads for all units of 1,000kg per sqm. Upper level units would have 4-6m floor to ceiling heights. Essential commercial vehicle parking can be provided on the roof. Space should be provided at ground floor for cargo and quadricycles.



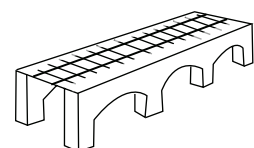
■ MULTI-STOREY STACKED INDUSTRIAL WITH LIFT ACCESS TO UPPER FLOORS

These buildings accommodate multiple unit sizes including large units of 1,000sqm+. Each storey is accessed by servicing lifts of ideally 6m x 3m and up to 11,000kg capacity for forklift trucks. Units should have regular orthogonal plan forms and a 10m internal column grid. Ceiling heights are ideally 6-8m on the ground floor and 4m on the upper levels with floor loads of 1,000kg per sqm. Ground floor units will have direct servicing access for HGVs from roller shutter doors and servicing for the upper storeys should have direct access to the goods lifts from either an external or internal service yard. Units which have good visibility from Rotherhithe New Road are suitable for trade counters accessible to the public and/or for wholesale to businesses.



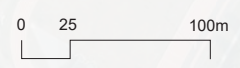
□ RAILWAY ARCHES




Railway arches can provide space for a range of businesses. Mezzanines can be used to provide additional space for ancillary offices, storage areas and showrooms. Arches should be serviced internally or from a forecourt. Where the arches front onto streets the design and use of the space should give careful consideration to their relationship with their surroundings, providing overlooking by having more active uses facing the street which would benefit safety and security whilst mitigating impacts on the amenities of nearby residents.



KEY

Approximate Scale: 1:4000



-  Multi-storey Industrial with ramp
-  Multi-Storey Industrial with Lift
-  Borough Boundary



South Bermondsey

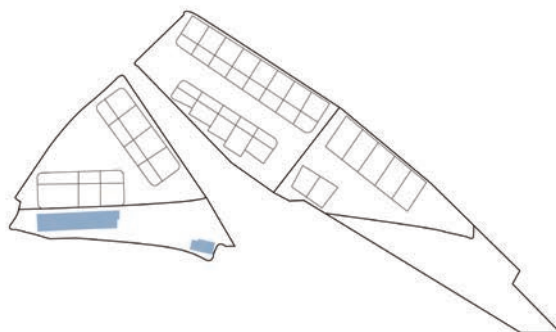


PHASING

The sites create the opportunity to provide a very significant amount of new industrial space. Because of this, it is unlikely that the intensification of all the industrial estates would be delivered in a single development, moreover, they are all currently functioning well as industrial locations. It will be important to ensure redevelopment enables the managed relocation of businesses to other parts of the South Bermondsey area in a phased approach. To explore this further the Bermondsey Trading Estate which is currently home to 18 businesses has been subject to a phase-able masterplan study which illustrates the potential for each site to be completed and filled before work on another site starts. This offers the potential to be able to respond to demand, address relocation requirements and accommodate the varying lengths of existing leases.

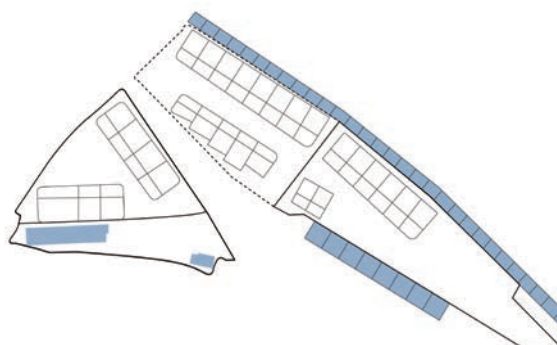
Phase 1

Permission has been granted for a new maintenance and delivery unit for Network Rail which is due to complete in 2025. This will provide 2,560 sqm of storage space, mess facilities and ancillary office space used for the maintenance of the rail network. It will also bring improvements to Cycleway 10 (C10) and the station approach and forecourt at South Bermondsey station.



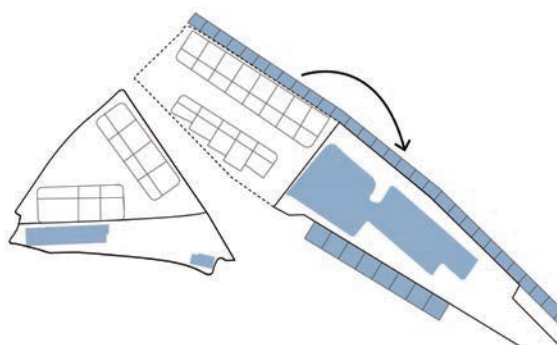
Phase 2

Phase 2 is likely to be the refurbishments of 30 vacant rail arches on Corbetts Lane, delivering 6,400sqm of space and including 640sqm of affordable work space. A planning application has been submitted to the Council.



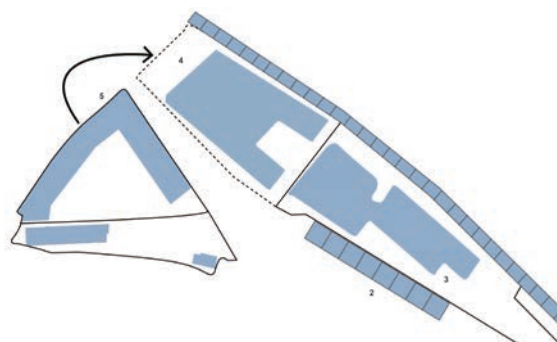
Phase 3

Phase 3 may comprise a redevelopment of the vacant land at the rear of the arches. There is the potential to build multi-storey space on this site either within the existing landownership or in conjunction with the Bermondsey Trading Estate to optimise development potential and possibly provide space in which to relocate businesses from elsewhere on the Bermondsey Trading estate, facilitating a redevelopment of the site or intensification within it. This could deliver up to 34,200 sqm of new work and logistics space.



Phases 4 and 5

In the longer term, there are a number of options for the development of the Bermondsey Trading Estate, which could involve the land on one side of the viaduct or land on both sides. This would depend on market demand, lease arrangements and the phased relocation of businesses. The masterplan could deliver up to 34,800 sqm within these phases. However, as is noted above, the proposals are scalable and phase-able, capable of delivering development incrementally over time.





SERVICING AND ROAD NETWORK

The principal service routes for the industrial estates are Rotherhithe New Road, Galleywall Road and Ilderton Road. Whilst they will maintain that function we are already making progress in delivering healthier streets by widening pavements and delivering tree planting on Ilderton Road and are looking to do the same on Rotherhithe New Road.

The 'Bermondsey Dive Under' land has several access points including via the Bermondsey Trading Estate on to Rotherhithe New Road, Jarrow Road, Silwood Street and Bolina Road. Proposals for this area should seek to maximise the potential to access the site through the Bermondsey Trading Estate. Silwood Street and Bolina Road will have a more residential character therefore servicing through these streets should be minimised or avoided where possible.

The current businesses and the proposed developments are reliant on servicing from a range of vehicles from small vans to articulated lorries. Service access to new development proposals should be designed to avoid queuing on the public highway as this would cause road safety issues and impact on bus services. All development proposals will need to demonstrate how development will be managed safely and minimise congestion. We will also look to encourage freight consolidation and the use of cargo and quad bikes for local delivery.

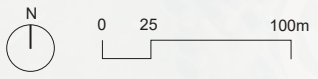
There will be improved footways around the area to ensure all the future workers and visitors can move around safely. Pedestrians will be able to access the industrial estates from South Bermondsey Station and from Rotherhithe New Road and its associated bus stops. Once the planned Surrey Canal Road station has been built, there will be good pedestrian and cycle links from this station via Bolina Road. Development of the industrial estates should enable safe access for cycles into and around the estates, including from South Bermondsey Station and Bolina Road.

The Admiral Hyson Trading Estate and the Galleywall Trading Estate will continue to be serviced from Galleywall Road. Intensification of industrial uses will need to take account of the neighbouring Galleywall Primary School, ensuring the road remains safe for parents and children.



Bromley By Bow - Industrial Park Servicing Yard

KEY
Approximate Scale: 1:4000



- Primary Servicing Routes
- Local Residential Streets
- Town Centre Links



South Bermondsey



PARKS AND COMMUNITIES

Industrial intensification in the SPIL sites in South Bermondsey will need to be carefully designed to ensure they can be serviced effectively whilst providing safe, convenient and attractive routes for people walking and cycling.

Links to Southwark Park

Southwark Park is a major element of the Greener Belt Strategy and routes to it from Rotherhithe New Road and Ilderton Road will be made greener, safer and more biodiverse to help secure the strategies delivery.

Ilderton Road Shopping Parade

The mature trees at the north end of Ilderton Road help soften the street environment and provide an attractive setting for the local shopping parade. The wide pavements on Ilderton Road and Rotherhithe New Road will be improved with new planting, Sustainable Urban Drainage systems (SUDs) and increased biodiversity.

South Bermondsey Station

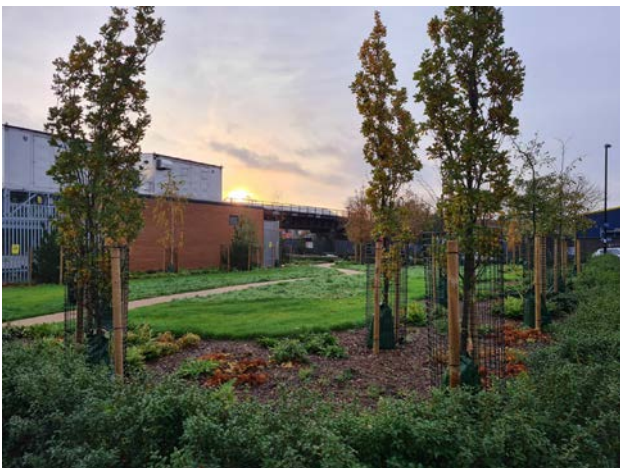
We will work with Network Rail and private landowners to improve the footway approach and forecourt to South Bermondsey station and to provide a new access to the station from Bolina Road via the reopening of rail arch which is located beneath the station. We will also provide additional access to the station from Ilderton Road, through the redevelopment of 71-77 Ilderton Road. Routes to and around South Bermondsey station, including Cycleway 10 will become safer and easier to navigate as the area develops. The development of Site 1 on the Bermondsey Dive-Under would provide an active frontage and “front door” entrance to the new route to the station from Bolina Road.

Improved connections to The Blue and Old Kent Road

The local network of green spaces will be preserved and the connections between them will be enhanced to enable ease of movement from South Bermondsey to “The Blue” local town centre and south to the Old Kent Road. There is a network of small green spaces including Shuttleworth Gardens to the north, tree lined Galleywall Road, the Galleywall Nature Reserve and Bramcote Park to the south.

Bolina Road

The borough boundary with Lewisham at Bolina Road is a useful pedestrian and cycle link underneath the railway lines connecting communities across either side of the railway. The railway bridges are too low to allow for vehicle movements generated by most of the industrial uses. The road will help provide connection to the New Bermondsey development in Lewisham and towards South Bermondsey station. The road will be maintained as a safe and well-lit accessible route for pedestrians and cyclists.



Pat Hickson Garden



Illustrative view of Bolina Road Underpass (Renewal/SEW)



Southwark Park

Ilderton Road Shops

Bramcote Park

Pat Hickson Gardens

SOUTH BERMONDSEY

Mill Wall FC

KEY
→ Green Link

How to comment**Visiting our consultation hub:**

<https://engage.southwark.gov.uk/en-GB/>

Sending an email to:

planningpolicy@southwark.gov.uk

Alternatively you can send your response to:

*Planning Policy
Southwark Council
FREEPOST SE1919/14
London SE1P 5LX*

Comments due by midnight on:

www.backthebakerloo.org.uk

www.oldkentroad.org.uk

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Old Kent Road Area Action Plan
Proposed Submission Version
October 2024

Consultation Plan

Old Kent Road Area Action Plan 2024 appendices: Document Locator	
No.	Title
Appendix A	Old Kent Road AAP 2024
Appendix B	Consultation Plan
Appendix C	Consultation Report
Appendix D	Integrated Impact Assessment
Appendix E	Habitats Regulations Assessment
Appendix F	Equalities Impact Assessment, comprising:
	- EQIA Document 01: Executive Summary
	- EQIA Document 02: Summary of the EQIA
	- EQIA Document 03: Equalities Impact Assessment
	- EQIA Document 04: Supporting Datasets
Appendix G	Health Impact Assessment

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2. How we are consulting?	4
3. Consultation timetable and methods of consultation	4
4. How to comment on the Old Kent Road AAP	10
5. Monitoring and reporting	10

1. Introduction

- 1.1. The Old Kent Road Area Action Plan (AAP) is a plan to renew the Old Kent Road and surrounding area. It sets out a vision for how the area will change over the next 20 years, delivering a healthy, safe and prosperous community and a fairer future for all in the Old Kent Road area with 20,000 new homes and 10,000 additional jobs.
- 1.2. The AAP shall have a clear strategy, policy designations, site allocations and masterplans to make sure that we achieve this vision over the next twenty years. It will be an addition to the Councils framework of planning documents, and a material planning consideration in deciding planning applications within the opportunity area. As an opportunity area planning framework (OAPF) it will also be endorsed by the Mayor of London.

The Purpose and Objective of this consultation plan

- 1.3. The process of reviewing the AAP needs to involve local community groups, residents, landowners, developers and businesses at each stage to ensure that the plan meets the needs of those living in, working in and visiting the Old Kent Road area.
- 1.4. The purpose of this consultation plan is to make sure that local people are involved in preparing these documents in a way that considers their needs. There are minimum legal requirements for consultation we need to follow which you can read about in sections 2 and 3 below.
- 1.5. We have been engaging and consulting the local community and businesses groups over the past four years as set out in the table below and through this Consultation Plan we will demonstrate how we will continue to do so during this formal stage of public consultation on the AAP.

Consultation	Timetable
Informal consultation	2013 - Spring 2016
Consultation on Integrated Impact Assessment Scoping Report	12 February 2016 - 18 March 2016
Consultation on AAP: Old Kent Road Area Action Plan Preferred Option	June 2016 – November 2016
Consideration of responses and developing the draft Old Kent Road Area Action Plan	Autumn 2016
Consultation on AAP: New and Amended Policies Preferred Option	June 2017 – September 2017
Consultation on AAP: Further Preferred Option	December 2017 - March 2018
Consultation on AAP: December 2020 draft	11 January – 5 April 2021
Consultation on AAP: Proposed Submission version 2024	November 2024-January 2025

Examination-in-Public	2025
Adoption of the Old Kent Road Area Action Plan	2025

2. How we are consulting?

- 2.1. We carry out consultation in accordance with our adopted Statement of Community Involvement (SCI) 2022, which explains how we will consult the community in the preparation of planning policy documents.
- 2.2. The following section sets out how we plan to meet the minimum statutory consultation requirements and how we will exceed these requirements where appropriate. Tables 1 & 2 of this Consultation Plan captures how we will consult on the Old Kent Road AAP September 2024 draft.
- 2.3. This Consultation Plan should be read alongside the AAP and its supporting documents which is available on our websites:
- <https://www.southwark.gov.uk/planning-and-building-control/planning-policy-and-transport-policy/development-plan/area-action-plans-section/old-kent-road-aap>
 - www.oldkentroad.org.uk

3. Consultation timetable and methods of consultation

Consultation timeframe

- 3.1. Consultation will last for at least 6 weeks (extended to 8 weeks to take account of Christmas and New Year) in accordance with our SCI.

Consultation methods

- 3.2. Table 1 below sets out the different consultation methods we propose to use. Throughout preparing the Old Kent Road AAP we have sought to consult with as many people as possible so that the plan reflects the needs and aspirations of the area's diverse community.
- 3.3. We set out the minimum Town and Country Planning (Local Planning) Regulations 2012 requirements – Regulation 19, in addition to the Council's SCI requirements that we will carry out, alongside the additional consultation methods we propose to deliver. We set out dates where these are already agreed.
- 3.4. Table 2 is not exhaustive and throughout the consultation period we will look at ways in which to carry out different types of consultation approaches with as many different groups as possible.

TABLE 1: MINIMUM CONSULTATION AS REQUIRED BY THE 2012 REGULATIONS¹ AND NATIONAL POLICIES IN ADDITION TO CONSULTATION REQUIRED BY OUR ADOPTED STATEMENT OF COMMUNITY INVOLVEMENT 2022

Method of Consultation	Consultee	Date	Comments
As per Regulation 3: Comments to be accepted by email and by letter	All	Until Friday 24 January 2024 11.59pm	Comments can be emailed to oldkentroad@southwark.gov.uk Comments can be posted to Planning and Growth Resources Southwark Council FREEPOST SE1919/14 London SE1P 5LX We will check all post received addressed to Planning Policy at the above address at the end of the consultation period.
Statement of Community Involvement (SCI) 2022 requires for an online questionnaire via the Consultation Hub to be set up with links to where the Old Kent Road AAP and accompanying documents can be found on the council's website.	All	The Consultation Hub will be live from Friday 29 November 2024 until Friday 24 January 2025	Consultation Hub access shall be available for the consultation period and will be advertised on all Council online platforms.

¹ Town and Country Planning (Local Planning) Regulations 2012

Method of Consultation	Consultee	Date	Comments
<p>As per Regulation 35(1)(b):</p> <p>The plan and accompanying documents are to be displayed on the council's website.</p>	All	<p>The plan will be available online as part of the Cabinet papers at least one week prior to the meeting of 15 October 2024. It will subsequently be reported to council assembly on 20 November 2024.</p>	<p>The AAP document and associated documents will be available on our websites:</p> <ul style="list-style-type: none"> • Planning policy and guidance Southwark Council • www.oldkentroad.org.uk
<p>As per Regulation 35(1)(a):</p> <p>Hard copies of the plan are to be placed in the Una Marson library, Peckham library, Blue Anchor library, Walworth library, 231 Old Kent Road and in the council office at 160 Tooley Street.</p>	All	<p>Physical copies of the Old Kent Road AAP will be available to public to view from 29 November 2024</p>	<p>The chosen locations for the Old Kent Road AAP to be viewed shall continually be monitored to ensure we keep up with demand and restock where necessary.</p>

Method of Consultation	Consultee	Date	Comments
As per Regulation 18(1): Mail outs to all the statutory prescribed bodies and consultees as listed under Regulation 4(1)	All consultees defined as statutory consultees in the SCI and all the prescribed bodies and neighbouring boroughs referred to in the Duty to co-operate.	Emails will be sent before the start of the consultation period on 29 November 2024.	Notification of the Old Kent Road AAP consultation will be sent to the bodies identified as statutory consultees in the SCI, all the prescribed bodies as set out in the Localism Act and that we are required to consult with as part of the Duty to co-operate, including all our neighbouring boroughs. This will be done through our planning policy mailing database (including any superseded bodies to any defunct organisations specified within the SCI).
As per Regulation 18(1)(b): Invite people to make representations on the Old Kent Road AAP and accompanying evidence base documents	All on planning policy consultee database	Emails will be sent before the start of the consultation period on 29 November 2024.	An email will be sent to the 15,000+ contacts signed up for planning policy email notifications and updates via MySouthwark.
SCI 2022 Requirement: Place a press notice in the local newspaper to advertise the start of the formal consultation period.	All	28 November 2024	This will be in the Southwark News.
SCI 2022 Requirement: Advertise the consultation through posters in libraries and community centres	All	Posters will be sent out to local libraries before the start of the consultation	The locations of active libraries and community centres are as follows: <ul style="list-style-type: none"> • Southwark Council offices, 160 Tooley Street • 231 Old Kent Road

Method of Consultation	Consultee	Date	Comments
		period on 29 November 2024.	
SCI 2022 Requirement: Advertise the consultation through council social media	All	Before the start of the consultation period on 29 November 2024 and throughout the consultation period.	Send out regular updates and reminders through council social media pages.

TABLE 2: FURTHER CONSULTATION AS REQUIRED BY THE DRAFT OKR ENGAGEMENT STRATEGY 2024

Method of Consultation	Consultee	Date	Comments
Exhibition to be held at 231 Old Kent Road	All	Provisionally 13 and 14 December 2024 and 13 and 14 January 2025	The council will hold an exhibition of the proposals with officers on hand to answer questions and provide further information
Coffee morning drop-in sessions at 231 OKR with local residents, community groups & TRAs.	All	Weekly sessions to commence from 29 November 2024	An opportunity for those who wish to meet with the OKR team and discuss the AAP to drop in during any of the set sessions.

Method of Consultation	Consultee	Date	Comments
Further engagement to be confirmed, including presentations to residents and civic groups as required.	All	tbc	

4. How to comment on the Old Kent Road AAP

How to comment on this document

This Old Kent Road AAP September 2024 draft has been prepared in response to the previous consultations and is being consulted on to ensure that all residents and visitors have an opportunity to provide final comments on all policies before the Examination-in-Public stage.

We welcome your comments on the Old Kent Road AAP and on the supporting documents. Please contact us if you would like to know more about the documents or to find out more about our consultation.

All comments must be received by midnight on 24 January 2025. Comments received after this date may not be taken into consideration.

Representations can be made by:

- Visiting our consultation hub: <https://consultations.southwark.gov.uk>
- Sending an email to oldkentroad@southwark.gov.uk
- Alternatively you can send your response to:

Old Kent Road Planning and Growth Team
Resources
Southwark Council
FREEPOST SE1919/14
London SE1P 5LX

Tel: 0207 525 4929

5. Monitoring and reporting

- 5.1 The outcomes of this consultation and the council's response to consultation will be published before or alongside the Proposed Submission Version of the plan. This will then be submitted to the Secretary of State who will appoint an independent inspector to hold an Examination-in-Public into the soundness of the plan. The plan will then be adopted, subject to any modifications recommended by the inspector.



Old Kent Road Area Action Plan
Proposed Submission Version
October 2024

Consultation Report

Old Kent Road Area Action Plan 2024 appendices: Document Locator	
No.	Title
Appendix A	Old Kent Road AAP 2024
Appendix B	Consultation Plan
Appendix C	Consultation Report
Appendix D	Integrated Impact Assessment
Appendix E	Habitats Regulations Assessment
Appendix F	Equalities Impact Assessment, comprising:
	- EQIA Document 01: Executive Summary
	- EQIA Document 02: Summary of the EQIA
	- EQIA Document 03: Equalities Impact Assessment
	- EQIA Document 04: Supporting Datasets
Appendix G	Health Impact Assessment

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1. Introduction

What is the Old Kent Road AAP?

- 1.1. The Old Kent Road Area Action Plan (AAP) is a plan to regenerate the Old Kent Road and surrounding area. It sets out a vision for how the area will change over the period leading up to 2040. This includes delivering 20,000 new homes and 10,000 additional jobs. The vision is supported by a strategy with policies we will put in place to deliver it. The AAP will make sure that over the next twenty years we get the right development needed to support a healthy, safe and prosperous community and a fairer future for all in the Old Kent Road area.
- 1.2. The AAP will be part of our framework of planning documents. It will be a material planning consideration in deciding planning applications in the opportunity area. It will help ensure that we make decisions transparently, providing clarity for members of the public and giving more confidence to developers to invest in the area. It will also be an opportunity area planning framework (OAPF) endorsed by the Mayor of London.

What is this consultation report?

- 1.3. The purpose of this report is to summarise the consultation carried out to date. After each stage of consultation we will update this report to reflect the most recent consultation.
- 1.4. At each stage of consultation we carry out activities in accordance with our Statement of Community Involvement (SCI) 2022. The SCI sets out how the council will consult on all of our planning policy documents. The SCI refers to a number of legal and regulatory requirements, both in terms of methods of consultation and also particular bodies that we must engage with, and sets out how we meet these requirements. When the SCI was produced it was done so with regard to the Town and Country Planning (Local Planning) (England) Regulations 2012.
- 1.5. The Localism Act 2011 introduced the “duty to co-operate”, which requires us to engage with a range of bodies on an ongoing basis as part of the production of planning policy documents. Much of the process that is required by the duty is already covered in our SCI and has been an integral part of the preparation of new planning policy in the borough. We will ensure that we meet the requirements of the duty to co-operate at every stage of consultation. This involves writing to and where appropriate meeting and working with our neighbouring boroughs, the Greater London Authority, Transport for London and other prescribed bodies such as Historic England.

Where to get more information

- 1.6. The Old Kent Road Area Action Plan and associated documents can all be viewed on our website: <https://www.southwark.gov.uk/planning-and-building-control/planning-policy-and-transport-policy/development-plan/area-action-plans-section/old-kent-road-aap/current-and-previous-versions-of-okr-aap>
- 1.7. There is also a dedicated Old Kent Road website: <http://www.oldkentroad.org.uk/>
- 1.8. Copies are also available by contacting the Planning Policy Team using the following methods:

- Email: OldKentRoad@southwark.gov.uk
- Post: Old Kent Road Planning and Growth team, Finance Department, Southwark Council, FREEPOST SE19/14, London SE1P 5LX

What happens next?

- 1.9. The council has reviewed the comments made on the December 2020 Old Kent Road AAP and has produced a revised (Regulation 19) draft, known as the submission draft. The council will invite representations to be made on the submission draft and these, together with the plan will be submitted to the Planning Inspectorate for an examination in public led by an independent planning inspector. Participants of the final stage of consultation have the right to represent themselves at the public examination.
- 1.10. The inspector will prepare a report for the council and may require mandatory changes to be made to the plan. The final Old Kent Road AAP will then be adopted by the council. This is a decision taken by all councilors at the Council Assembly.
- 1.11. Table 1 shows the stages of preparation and consultation on the AAP leading up to its formal adoption.

Table 1 - Stages of Consultation

Stage of consultation	Consultation timescale
Informal consultation	2015-2016
Consultation on Preferred Option draft AAP, May 2016	June to November 2016
Consultation on new and amended policies Preferred Option (June 2017)	June to September 2017
Consultation on Further Preferred Option draft AAP, December 2017	December 2017 to March 2018
Consultation on draft AAP December 2020 (Regulation 18)	January 2021 to May 2021
Publication/submission version of AAP (Regulation 19)	November 2024 to January 2025
Submit to the Secretary of State	April 2025
Examination in Public	2025
Adoption	2025

2. STAGES OF CONSULTATION

- 2.1. We have been engaging and consulting with the local community and business groups over the past nine years. We consulted residents and businesses by establishing a community forum which focused on different topics related to the regeneration and planning of Old Kent Road, sharing ideas through workshops and helping to inform the draft of the plan.
- 2.2. Since engagement began in 2014, the Council has held 91 events and received 2,138 detailed consultation responses on the Old Kent Road Area Action Plan.
- 2.3. We published the **Preferred Options draft AAP (May 2016)** and undertook extensive consultation between 17 June and 4 November 2016, receiving over 1,000 responses. We consulted on the plan alongside a change to the Community Infrastructure Levy (CIL) charging schedule and Section 106 Planning Obligations and CIL Supplementary Planning Document addendum. This increased the rate paid by residential developments towards important infrastructure including the Bakerloo line extension. Consultation responses to this document were reported on separately and were available for the public examination on the CIL changes. These came into force on 1 December 2017.
- 2.4. In February 2017 we published a summary of the consultation responses we received on our website following the close of the consultation on the first full draft of the plan in November 2016. This Consultation report can be viewed here: [OKR AAP responses summary Feb2017.pdf](#)
- 2.5. Between 13 June 2017 and 13 September 2017 an ‘interim’ consultation, took place on **New and amended policies preferred option (June 2017)**. An interim consultation report, which can be accessed with the link below was published in June 2017. This report expands on the February 2017 report and explains how the changes proposed responds to representations made on the first Preferred Options draft AAP (May 2016).
<https://www.southwark.gov.uk/assets/attach/3650/OKR-Interim-Consultation-Report.pdf>
- 2.6. Following the 2016 and 2017 consultation, we consulted on **the Further Preferred Option of the AAP (December 2017)** between 13 December 2017 to 7 March 2018. At the point of publishing the document we also issued a full consultation report which summarised the representations received in 2016 and 2017, and explained how the Further Preferred Option of the AAP (December 2017) addressed the representations made.
<https://www.southwark.gov.uk/assets/attach/5734/D-Consultation-Report.pdf>
- 2.7. The consultation responses for the December 2017 document are set out in our January 2019 ‘You said, We did’ report. This OKR consultation summary document explains the consultation that has been undertaken since 2013 in preparation of the Old Kent Road Area Action Plan. It also anticipated further changes that would be made in response to comments made on the December 2017 AAP. This summary document can be viewed here:
<https://www.southwark.gov.uk/assets/attach/29922/OKR-Consultation-Summary.pdf>
- 2.8. In December 2020, the council published further iteration of the **Preferred Option AAP, December 2020**. All consultation on the Further Preferred Option of the AAP (2017) has thoroughly been documented in the December 2020 Old Kent Road Area Action Plan Consultation Report which can be viewed here:

https://www.southwark.gov.uk/assets/attach/29914/Appendix-C_Consultation-Report_Dec-2020.pdf

- 2.9. The preferred option 2020 AAP was subject to public consultation between 11 January 2021 to 10 May 2021. The outcomes of the 2021 consultation are summarised in section 3 of this report.

Who was consulted and how?

- 2.10. At each stage of consultation, the council consulted a range of local groups, interested individuals, statutory consultees and important stakeholders through a variety of different engagement methods (see below for more information). These included:
- Local residents
 - Local businesses
 - Local community and special interest groups
 - The Mayor of London, Transport for London and neighbouring boroughs
 - Landowners, developers and their representatives
 - Statutory consultees such as the Environment Agency, Historic England, Natural England
 - Non statutory but important stakeholders such as Thames Water and Network Rail
- 2.11. Appendix A shows a log of all consultation actions undertaken relating to the OKR AAP since the beginning of engagement in 2013.
- 2.12. Over the plan preparation period the council sought to reduce the number of letters sent out to contacts on our planning policy mailing list in order to reduce financial and environmental costs of our outreach and to maximise the efficiency and effectiveness of our engagement. We undertook a thorough review of the contacts in our Statement of Community Involvement. We made sure to contact any new groups and organisations that we identified that may be interested in receiving planning policy notifications including on the Old Kent Road.
- 2.13. In 2020 the council established an Old Kent Road Community Review Panel to further involve the local community in the planning process. The panel gives independent advice on planning in the Opportunity Area, discussing important regeneration issues relating to housing, transport, public space, and the environment. The panel meets once a month to discuss proposals. These discussions are written up as formal reports and feed into the decisions made by the Council. All of the panel's recommendations are given serious consideration and form part of the formal planning process. [Community Review Panel - Old Kent Road](#)
- 2.14. In compliance with the Regulations the council's Statement of Community Involvement (SCI), at each stage of consultation we published the consultation on the platforms set out below. The appendices provide the documents relevant to the consultation on the December 2020 draft AAP.
- On the council's website (see Appendix F)
 - Through mailouts to statutory consultees and mailouts to consultees on Southwark's Planning Policy mailing list (over 15,000 people sign up to receive updates) (see Appendix G)

- In Southwark News (see Appendix H)
- On the council's Consultation Hub
- Through social media
- Through hard copies and posters in local libraries and in the council's office at 160 Tooley Street (this was not possible in 2021 due to COVID restrictions).

2.15. During the 2021 consultation period the Examination in Public of the New Southwark Plan was going through the public hearing stage. At the request of community members, the consultation period for the AAP was extended so that issues brought up at the hearings could be better addressed in the consultation. This resulted in the consultation lasting from 11 January to 10 May 2021, a period of 17 weeks. This is compliant with the SCI which requires a minimum of 12 weeks at Regulation 18 stage. Representations were accepted by email and by letter.

3. SUMMARY OF CONSULTATION ON THE DECEMBER 2020 DRAFT AAP

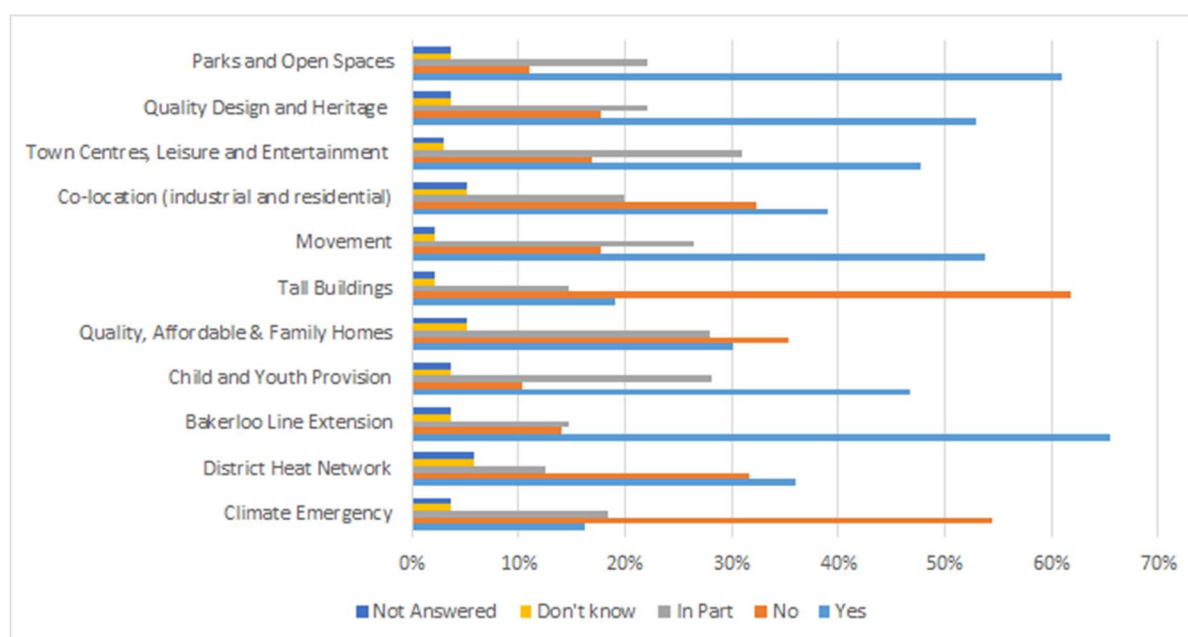
2021 Consultation headline figures

- 3.1. 183 formal representations were received from statutory consultees, community groups and members of the public.
- 3.2. The breakdown of who responded to the consultation and how is set out in Table 2 below. Further details on all representations are attached in the appendices.

Table 2 – Breakdown of who responded and how

	No. of responses	Statutory consultees	Businesses and landowners	Individuals	Community groups etc
Emails	47	11	23	8	4
Hub	136	0	1	122	13
Total	183	11	24	130	17

- 3.3. Below are the responses from the Consultation Hub Questionnaire on support for the main themes of the AAP.



- 3.4. More detailed summaries for hub responses to the questionnaire can be found in Appendix B alongside the raw data informing the headline figures chart.
- 3.5. The detailed summaries of written representations received via email can be found in Appendix B. It identifies where respondents have made representations to previous consultations, but only summarises comments on the latest and ongoing submissions.
- 3.6. Summary of key issues raised in consultation responses to the survey questions from community groups are reported in Appendix C.
- 3.7. In addition to the written representations and questionnaire responses, 8

consultation events were held, mostly in the form of roundtable discussions. These were held on Zoom due to COVID-19 restrictions preventing in-person meetings. Appendices D and E. The focus of these groups included:

- Businesses
- Landowners
- Youth
- Retail
- Residents/Community

Summary of key themes from consultation and the council's response

- 3.8. Table 3 below provides a high-level summary of the main issues raised under each consultation theme, relatable to an AAP policy.
- 3.9. Various inaccuracies and inconsistencies have been raised in the written representations. These have been noted and will be corrected during the preparation of the next draft of the plan in order to ensure clarity and that the AAP is factually accurate.

Table 3 – Summary of representations by policy themes from the consultation

Policy theme	You said.....	We did
AAP 1: The Masterplan	Developers and landowners want to see a sufficient flexible and not too prescriptive masterplan in order to guide a comprehensive and phased approach to development.	<p>The council has sought to balance prescription and flexibility, with an indicative masterplan, which can provide certainty for investors and transparency for local residents, while also providing some flexibility to enable designers to respond and allow the plan to adapt over time.</p> <p>This policy has been updated to ensure conformity with the Southwark Plan 2022, our adopted local plan. Therefore enabling us to assess schemes in line with adopted policy. In addition to this, the policy has also been updated to align with the AAP masterplan and design codes, which was consulted on from July 2021 for Sub Area 1 and 3 to provide detailed design guidance.</p>
AAP 2: Bakerloo Line Extension and Infrastructure	There is strong support for the Bakerloo Line Extension amongst most respondents and it is considered that the extension is vital to connect the southeast to central London and	The support for the BLE is noted. The council has sought to address uncertainties over delivery through a phasing policy which caps residential growth at 9,500 homes without the extension. Changes

	<p>intrinsic to justifying the mass development of the area. However, concerns are raised over the uncertainty of impacts of the line extension, and the delivery of the extension in light of TFL's funding constraints.</p>	<p>made to the policy have sought to clarify this approach and update timelines for the construction of the BLE.</p>
AAP 3: Climate Emergency	<p>74 of the respondents to the council's consultation survey disagreed with the policy, while 47 agreed or agreed in part.</p> <p>Reasons for disagreement included:</p> <ul style="list-style-type: none"> • The council has placed too much reliance on district heating • Car free development and over-reliance on cycles will make life harder for residents • Taller buildings generate more emissions in construction than lower rise. More account should be taken of embodied energy. • Taller buildings have higher operational emissions than lower rise buildings. • There should be more emphasis on reuse rather than demolition. 	<p>The policy has been amended to make it more focused on delivering a district heating system. The council's district heating feasibility study indicated that of the technologies currently available, district heating has the greatest impact on reducing operational emissions in buildings. This is the case with both taller and lower rise buildings. "Be seen" requirements in the Southwark Plan require developers to monitor emissions post construction.</p> <p>The London Plan and Southwark Plan require submission of whole life carbon assessments to understand the embodied energy in development.</p> <p>Where buildings are of good quality and are robust, the council has sought to ensure that these are incorporated into development, through identification of buildings of townscape merit and through local listing.</p>
District Heating Network	<p>43 respondents to the council's consultation survey were opposed to the strategy of building a district heating network, while 66 were in agreement or part agreement. The reason why many were opposed is that they consider district heating to be unreliable.</p>	<p>Most the objections were coloured by the respondeees experience of communal heating systems on Southwark estates. Across the UK district heating is proving to be a reliable source of heat and hot water. Recent government consultation on heat network zoning suggests that district heating will have an important part to play in addressing the climate emergency. While only a small number of homes are currently connected, government modelling suggests it could reach 1 in 5</p>

		homes by 2050. The Mayor of London also considers that connection to district heating will be a vital part of achieving carbon neutrality. Connected homes will be metered, with residents having control of heating within their home. In 2012 the council connected around 2,700 homes in Bermondsey to district heating and the service to date has been very reliable.
AAP 4: Quality Affordable Homes	<p>79 of the respondees to the consultation survey were in agreement or part agreement with the policy approach. 43 were opposed. While it is acknowledged that there is a need for affordable homes in the Old Kent Road, there is concern whether the homes being built will actually be affordable to local people. Concerns are also raised about the delay in the delivery of the Bakerloo Line Extension will mean that the target of 20,000 homes will not be achieved.</p> <p>In addition to this several respondees had an issue with the local lettings target of 50% for new council homes being let to local residents in the existing community, as this set target does not deal with the problem of council waiting list; the number of new homes being insufficient; and appropriate housing needs.</p>	<p>The policy has been amended to account for the fact that the Southwark Plan has been adopted. The majority of homes completed, under construction and in the pipeline on the Old Kent Road are affordable (within the Southwark Plan definition of affordability).</p> <p>The local lettings policy is currently being amended by the council.</p>
AAP 5: Business and Workspace	<p>Although most respondees were supportive of the policy there is concern over co-location of industrial and residential uses and the conflicts this will pose in regards to noise, pollution, and servicing and access. There is concern regarding there being enough greenspaces in this mixed-use environment.</p>	<p>The AAP design policy (AAP12) has been updated to provide additional guidance on colocation, including the need for adequate separation between industrial and residential use, containment of noise and pollution and identifiable residential entrances.</p> <p>The sub area servicing plans also show in more detail the way in which plots should be serviced to help reconcile residential and</p>

		<p>commercial use.</p> <p>Policy AAP 9 sets out the strategy for increasing public open space by 10ha and improving accessibility to parks.</p>
AAP 6: Town Centres, Leisure and Entertainment	<p>Most respondees supported the council's approach. those who raised concerns stated that they favoured small, independent shops over bigger chains on the high-street. More is needed in protecting pubs and theatres and the lack of sports facilities was also an issue.</p>	<p>Policy AAP7 indicates that the council is seeking a range of shop unit sizes. As well as smaller units the council is sought to ensure that larger units can be reaccommodated as consultation has also shown support for supermarkets and the retail ware houses such as B&Q and Petsathome.</p>
AAP 7: Movement	<p>There was an overall supportive response to predestination and public transport. However, there were concerns on car free proposals on local people especially working-class community, less able bodied and the elderly. There is also reliance on delivery and servicing (e.g. plumbing, electrics and building maintenance), which is facilitated by vans and trucks.</p>	<p>The overall support is noted. Alongside restricting parking, the council is also promoting a healthy streets approach on the Old Kent Road itself and is aiming to improve links between the Old Kent Road and surrounding residential communities.</p> <p>The servicing plans and design codes are seeking to ensure that the distribution of space within streets can be optimized to provide space for cycle lanes, greening as well as additional on-street loading.</p>
AAP 8: Tall Buildings Strategy	<p>This was one of the most contested policy. 84 respondees to the consultation survey stated they were opposed to the policy. 46 stated they were in agreement or part agreement. The main concerns were the negative effects of cooler microclimates created by tall buildings on biodiversity; the lack of greenspaces; loss of character and the safety of tall buildings.</p> <p>Those in agreement considered that the policy would have a beneficial impact on the local skyline and that increasing</p>	<p>Policy AAP10 directs the tallest buildings to areas which can be best served by public transport. The benefits of taller buildings is that they can enable higher densities, including more homes and affordable homes and help deliver infrastructure, including new parks and open spaces.</p> <p>The policy notes that proposals for tall buildings should carefully consider their environmental impacts and consider their impacts in long, mid range and immediate views. The masterplanning has taken account</p>

	<p>density of population in areas with good public transport capacity represented a sustainable pattern of development. Several respondents indicated that support was subject to microclimate testing, good design and ensuring that tall buildings did not dominate key views eg from Burgess Park.</p>	<p>of strategic views in London, as well as local views, including from Nunhead Cemetery.</p>
<p>AAP 9: Character and Heritage AAP 10: Design</p>	<p>The strategy is supported but there are doubts raised over the effectiveness of safeguarding heritage assets. The new conservation areas and local listing is supported. There is concern over the quality of design of new developments.</p> <p>Retrofitting should be the strategy used instead of a demolition-led scheme was a main theme. There were concerns over the loss of heritage assets and high-rise developments will create characterless places.</p>	<p>Through the recent designation of conservation areas and identification of locally listed buildings and buildings of townscape merit, the council is aiming to ensure that good quality buildings are maintained and incorporated into new development.</p> <p>Examples include the partial retention of industrial units on Glengall Road and their incorporation into new development, together with retention of the chimney, retention of the chimney within the Malt Street scheme, retention of former warehouse buildings on Crimscott Street and the Article 4 Direction placed on the former Southern Railway stables and forge on Catlin Street.</p>
<p>AAP 11: Parks and Healthy Streets</p>	<p>The majority of respondents are in support of the strategy to increase the quality and number of parks and would like it to go further than the proposals set out in the AAP. There is concern over the infill of green spaces on Council Estates and the impacts that shadowing from tall buildings will have on open space and biodiversity.</p>	<p>The overall support is noted. Consideration of the distribution and height of development in relation to open space is a requirement of policy AAP10. There are two estates in the opportunity area which are being rebuilt and both have been subject to ballots. Other council home building schemes, for example on the Rennie Estate and Astley Cooper estate have been subject to extensive consultation.</p> <p>Through the AAP the council is seeking to increase open space provision by around 15ha and ensure that every homes is within 280m of a park.</p>

		<p>We have a programme to improve open spaces across the Opportunity Area allowing for organic growth in the Old Kent Road area and to enable interlinking of. For example projects such as Bramcote Park and Greening Rotherhithe New Road showcase ways we have identified how we can do more to connect greener spaces beyond the master plan.</p> <p>More information on the consultation of these projects is set out in the 'Engagement and consultation' section of this table.</p>
<p>AAP 13: Best Start in Life</p> <p>AAP 14: Child and Youth Provision</p>	<p>Questions are raised over the proposals for new schools in the AAP when existing schools have been closed.</p> <p>The addition of Child and Youth provision in the AAP is supported and it is strongly emphasized that this needs to be truly inclusive and accessible to all. It is also considered that future provision of facilities needs to replace facilities which have already been lost. There needs to be more engagement with young people.</p>	<p>Pupil school rolls in the opportunity are falling and the policy has been amended to recognize this. While there is capacity currently, the plan covers a 15 year period and at some point pupil numbers are expected to rise. In order to address this together with growth in population, the council has identified some capacity to expand existing schools. Should the need arise, the council would also be able to build a new school on Sandgate Street.</p> <p>The need for improved facilities for children and young people is noted and plans are in train to improve facilities in parks (Brimmington, Bird in Bush and Bramcote) and provide new indoor facilities at Leyton Square. In addition to this a <i>Youth engagement commitment</i> has been included in our Old Kent Road Engagement Strategy to ensure we a prioritising how we engage with younger generations.</p>
<p>AAP 15: Sub Areas and Site Allocations</p>	<p>Landowners and developers had various comments on specific site allocations, mostly relating to increasing flexibility on requirements for their respective sites and not placing restrictions on development for</p>	<p>The council is amending the sub area guidance to provide additional guidance on design codes to help ensure that the vision of the plan is delivered. These design codes respond to national policy around coding in</p>

	viability reasons.	<p>new development and have also enabled local people to have a say in their preparation.</p> <p>Further information on the Design Codes consultation and consultation of Old Kent Road regeneration projects is set out in the 'Engagement and consultation' section of this table.</p>
<p>Engagement and consultation</p>	<p>There is a concern coming from the consultation that not enough involvement of local people and that engagement is lacking in relation to new developments and the preparation of the plan.</p>	<p>The Council's approach to consultation is in line with the SCI which sets out clear requirements on how we should consult all stake holders during the planning application stage for developments, in addition to the preparation of a plan.</p> <p>Since 2021 we have continued extensive consultation on the AAP through the design codes of Sub Area 1, 3 and 4 in addition to consultation on regeneration projects. The consultation feedback and our responses is set out below.</p> <p>Design codes The masterplan in Sub Area 1 has been updated specifically on sites OKR 2 Crimscott Street and Pages Walk, OKR 3 Mandela Way and OKR 4 Dunton Road (Tesco Store) and Southernwood Retail Park, based on feedback received during public consultation. This consisted of one to one meetings with businesses and stakeholders, a public exhibition at the Drawing Room - Tannery Arts, and the proposal being presented at Community Review Panel. As a result of consultation further design work was undertaken to refine the masterplan and produce a design code to guide development.</p> <p>The masterplan for Sub Area 3 has also seen several updates following in-depth consultation to</p>

		<p>create a design code for OKR13. This included a number of public meetings engaging with local residents including the Bonamy and Bramcote TRA and local businesses, a workshop with Pilgrims Way Primary School, one to one meetings with businesses and stakeholders, a public exhibition at the local brewery and a CRP meeting. Engagement findings resulted in the proposed primary school has been removed from the site to reflect changes in pupil projections, a logistics centre has been introduced on Verney Road following a planning application, which has meant some of the capacity of the site has had to be redistributed amongst other plots. The linear park has also been relocated to allow for more realistic access and servicing.</p> <p>Regeneration Projects</p> <p>Bramcote Park- The council worked with New London Architecture (NLA) to launch a London-wide competition to appoint a masterplanner for Bramcote Park.</p> <p>The competition was launched in September 2021 and interested design teams were given 4 weeks to respond. A total of 31 teams responded and 6 teams were shortlisted and asked to develop proposals and exhibit these locally. The public exhibition was held for a week in early December, where the views expressed by local residents were taken into account in selecting the appointed design team. This ended up being a collaboration design team that consisted of Assemble Architects, Local Works and Webb Yates.</p> <p>Since their formal appointment in January 2022, the lead design</p>
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		<p>team has held several events and created many engagement opportunities to understand what residents want in their local park. This consisted of;</p> <ul style="list-style-type: none"> • door-knocking days; • two community design forums; • a Neighbourhood Meet-up & Play Day in Bramcote Park coordinated by Assemble Play themed around play for all ages; • a Youth event workshop held at The Blue Youth and Community Centre; • Presenting at the first CRP meeting of 2023; • a drop-in session at Bramcote Park to discuss the stage 3 design options (2023); • a Community Gardening and Planting Workshop (2023); • another play event hosted by Assemble Play (2023); and • finally an online consultation to review the stage 3 design which concluded on 29 September 2023. <p>Greening Rotherhithe New Road- The Council received development funding from the GLA's Green and Resilient Spaces fund to prepare an exemplar design for greening and SuD's that could be taken forward to implementation stage.</p> <p>Consultation undertaken that helped inform the proposal included:</p> <ul style="list-style-type: none"> • door-knocking days; • a joint Neighbourhood Meet-up & Play Day in Bramcote Park coordinated by Assemble Play themed around play for all ages; • John Keates Primary School drawing workshop; • Circulation of consultation boards to local businesses via email for feedback;
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		<ul style="list-style-type: none"> • Presenting the consultation boards at the Bonamy and Bramcote TRA; • Hosting a Christmas consultation event to gain final comments alongside bringing the community together; and • Presenting the stage 3 design at CRP. <p>The Bridge project- In 2022 a series of art workshops for the local community in conjunction with a number of different artists and creatives took place over a period of 12 months to inform the Bridge Project, a new public art project taking shape beneath the railway bridge on Old Kent Road by Brimington Park.</p> <p>The first engagement event was photography, poetry and collage workshops with year 4 pupils that took place over a period of four weeks. The outputs of these workshops formulated the first exhibition under the bridge.</p> <p>Activation the billboards under the bridge through these workshops lead to the Southwark Council seeking a creative design team through a competition to prepare a public art and lighting scheme for the Old Kent Road Railway Bridge.</p>
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Appendix A:

Log of consultation actions to date

Old Kent Road Area Action Plan: Consultation Report

October 2024

Introduction

This Appendix is a summary a log of all consultation actions undertaken relating to the OKR AAP since the beginning of engagement in 2013 and projects within the OKR opportunity area that contributes to the strategic vision of the AAP.

INFORMAL CONSULTATION 2015 -2016		
Date	Method of consultation	Comments
July 2013	Two walkabout sessions and a workshop	Full report available on our website
October – November 2014	Business engagement and flyers	Together with the Greater London Authority (GLA), the council walked around the Old Kent Road Opportunity Area and knocked on every business' door to tell them about our aspirations for the future of the area and find out more about the businesses present, their current and future business needs and perceptions of the area. This has informed our evidence base and the results are published in the Old Kent Road Employment Study 2016.
Roughly every 4 to 8 weeks between February 2015 and September 2016.	Old Kent Road Community Forum	11 meetings were held in different venues around the Old Kent Road opportunity area. The forum was set up to start a dialogue between the council local residents, businesses owners and employees, community groups and any other interested stakeholders thought about the Old Kent Road. We wanted to gather views and gain understanding of why people felt the Old Kent Road was unique and what could be improved. We published the feedback and presentation material from each forum on our website .
12 and 13 October 2015 were held for	Further business engagement through presentations and workshops with local business owners and	The presentation and report on the feedback gathered during these sessions is available on our website . This has also informed our evidence base for the Old Kent Road Employment Strategy 2016 .

	operators	
CONSULTATION ON FIRST DRAFT OLD KENT ROAD AAP (JUNE 2016 PREFERRED OPTION)		
Date	Method of consultation	Comments
14 June 2016	Meeting/ presentation /Q&A/workshop	Future Steering Board at Bells Garden Community Centre.
16 & 23 June 2016	Press advertisements in Southwark News	
17 June 2016	Consultation hub page	Online platform for viewing and providing comments on the plan.
28 June 2016	Meeting/presentation/Q&A/workshop	Southwark Tenant Council meeting at Bells Garden Community Centre.
29 June 2016	Faith Open Day workshop and community outreach	Hosted at the Somali Relief and Welfare Association Mosque at 94 Old Kent Road.
29 June 2016	Announcement and stall at Borough, Bankside and Walworth Community Council	Hosted at Amigo Hall, St George's Cathedral, SE1
4 & 14 July, 22 August and 9 September 2016	Mailouts	To our database of residents, interested persons, community groups, employers, other interested persons, housing providers, planning professionals, the Mayor of London and other London Boroughs and statutory and other important consultees.
July 2016	Summary and leaflet questionnaire	This was sent out to 15,000 residents and businesses in the Old Kent Road opportunity area explaining the consultation and how to respond.
July - November 2016	Dialogue – online ideas sharing platform.	We set up a series of online discussion pages using the dialogue online discussion platform to help gather views and generate ideas across a range of themes including homes, jobs, transport, parks and green spaces and local facilities and services.
From July 2016	Libraries	Copies of the draft Old Kent Road AAP and key supporting documents were made available to view in all the local libraries around the opportunity area including

		Peckham, SE15, Camberwell, SE5, East Street (Walworth/Old Kent Road) SE1, the Blue (Bermondsey), Canada Water, SE16 as well as the council's offices on Tooley St, SE1.
From July 2016	360 degree aerial photography	To aid discussion and show a new perspective on the Old Kent Road and surrounding neighbourhoods, we had drone aircraft take 360 degree aerial photos from Burgess Park and Bridgehouse Meadows (in the London Borough of Lewisham).
6 July 2016	Stall, flyering and engaging local residents	Eid Festival, Burgess Park
7 July 2016	Design Review Panel	Regular panel of built environment professionals providing comment and critique of the draft plan.
7 July 2016	Meeting/ presentation/ Q&A/ workshop	Walworth Society meeting at St Peter's Church, SE17
11 July 2016	Presentation/Q&A	Ledbury Estate Tenants and Resident's Association Annual General Meeting
11 July 2016	Presentation/Q&A	Peckham Area Housing Forum at Bells Garden Community Centre.
12 July 2016	Announcement at planning committee	Held at Southwark Council Offices, Tooley Street, SE1.
13 July 2016	Presentation/Q&A	Bermondsey East Area Housing Forum - Marden Square Tenants and Residents Association Hall.
13 July 2016	Presentation/Q&A	Southwark Tenant Management Organisation Committee meeting, hosted at the Leathermarket JMB office, SE1.
14 July 2016	Old Kent Road Walking Tour	Organised jointly between Southwark Council and New London Architecture, with conference hosted at London South Bank University.
18 July 2016	Presentation/Q&A	Camberwell East Area Housing Forum hosted at the Marie Curie Tenants and Residents Association Hall, Sceaux Gardens Estate, SE5
19 July 2016	Presentation/Q&A	Aylesbury Area Housing Forum hosted at Aylesbury Neighbourhood

		Housing Office, SE17
20 July 2016	Presentation/Q&A	Bermondsey West Area Housing Forum hosted at Neckinger Tenants Hall, SE16.
23 July 2016	Stall, flyering and engaging local residents	Pembroke House street party
26 July 2016	Cultural workshop	We held a consultation event specifically for businesses and practitioners who work in the cultural sector. The workshop provided the opportunity to give feedback on how cultural provision should align with development and growth in the Old Kent Road.
27 July 2016	Old Kent Road Heritage Walk	We led a walking tour around the Old Kent Road to explore the area's history, its heritage assets that remain and have been lost, and how we can best ensure a heritage-led regeneration of the area respects and enhances the Old Kent Road's unique history.
4 August 2016	Presentation/Q&A	Walworth East Area Housing Forum hosted at Salisbury Tenants and Resident's Association Hall.
9 August 2016	Presentation/Q&A	Rotherhithe Area Housing Forum hosted at the Silverlock Tenants and Resident's Association Hall.
3 September 2016	Stall, flyering and engaging local residents.	Tustin Estate Funday
7 September 2016	Young people's workshop	We invited young people between 11 and 24 who live, go to school or visit the Old Kent Road and surrounding area to take part in a workshop to discuss what they thought the future of the Old Kent Road should look like, and how it should accommodate the needs of young people better.
13 September 2016	Announcement & questions	Bermondsey and Rotherhithe Community Council hosted at the Oxford and Bermondsey Club, SE1
15 September 2016	Press advertisements in Southwark News	

21 September 2016	Presentation/Q&A	Northfield House Tenants and Residents Association.
21 September 2016	Presentation/Q&A	Southwark Homeowner Council meeting hosted at 160 Tooley Street.
21 September 2016	Announcement & questions	Peckham and Nunhead Community Council hosted at Rye Church Hall, SE15.
21 September 2016	Announcement & questions	Camberwell Community Council hosted at Employment Academy, SE5.
21 September 2016	Presentation/Q&A	Southwark Travellers Action Group meeting hosted at the Soujourner Truth Centre.
21 September 2016	Presentation/Q&A	Borough and Bankside Housing Area Forum.
29 September 2016	Presentation/Q&A	Big Local Partnership South Bermondsey sub group.
5 October 2016	Announcement & questions	Borough, Bankside & Walworth Community Council hosted at New Covenant Church, SE1
10 October 2016	Presentation/Q&A / workshop	For residents living near the northern end of the Opportunity Area centred around the Bricklayers Arms, hosted at the Roundhouse Hall, SE1.
February 2017	Old Kent Road Business Network and further engagement	In February 2017 we set up the Old Kent Road Business Network to continue our earlier information gathering about businesses in the Old Kent Road, establish their needs for the future and how they can be effectively involved in the regeneration of Old Kent Road. We sent out a letter inviting businesses to join the Network as well as a FAQ's document about our consultation. The Business Network is ongoing and is still available to join online .
25 February, 9, 21 and 29 March and 1 April 2017	Council officer posted at TfL Bakerloo line extension drop in session to answer questions about the AAP.	Transport for London held several drop in sessions across the opportunity area during the consultation on the Bakerloo line extension. Due to the intrinsic link between the aspirations of the AAP and the Bakerloo line extension, officers were on hand to answer any planning/AAP related questions. These sessions were hosted at the East Street Library, Christ Church

		(Old Kent Road) and Artworks (Walworth Road).
INTERIM CONSULTATION ON OLD KENT ROAD AAP: NEW AND AMENDED POLICIES PREFERRED OPTION (JUNE 2017)		
Date	Method of consultation	Comments
21 June 2017	Consultation hub page	Online platform for viewing and providing comments on the new and amended policies proposed for the plan.
22 June 2017	Mailouts	To our database of residents, interested persons, community groups, chairs and secretaries of TRAs and TMOs, local businesses and employers, other interested persons, housing providers, planning professionals, the Mayor of London and other London Boroughs and statutory and other important consultees. See appendix 6.
29 June 2017	Press advertisements in Southwark News	
CONSULTATION ON THE OLD KENT ROAD AAP/OAPF (FURTHER PREFERRED OPTION VERSION 2017) 2018 VERSION		
Date	Method of consultation	Comments
15 Dec 2017	Presentation/Q&A	NLA Launch breakfast meeting hosted at the Building Centre, WC1E
9 January 2018	Announcement & questions	Borough, Bankside and Walworth Community Council hosted at St Peter's Church, Walworth
10 January 2018	Announcement & questions	Bermondsey and Rotherhithe Community Council
12 January 2018	Presentation/Q&A	Southwark Pensioners Fourm hosted at Southwark Pensioners Centre, SE5
16 January 2018	Meeting/ presentation	Southwark Future Steering Board hosted at Bells Gardens Community

	/Q&A/workshop	Centre, SE15
17 January 2018	Announcement & questions	Peckham and Nunhead Community Council
18 January 2018	Presentation/Q&A	Tustin Estate Tenants and Residents Association hosted at Tustin Estate TRA Hall, Ilderton Road, SE15
19 January 2018	Creative Enterprise Zone (CEZ) meeting	Talk with cultural organisations within the Old Kent Road hosted at Southwark Council Offices, Tooley Street, SE1
22 January 2018	Group discussion	Youth Council hosted at Southwark Council Offices, Tooley Street, SE1
22 January 2018	Announcement & questions	Tenants Council hosted at Southwark Council Offices, Tooley Street, SE1
24 January 2018	Announcement & questions	Dulwich Community Council hosted at Herne Hill Baptist Church, SE24
30 January 2018	Announcement & questions	Camberwell Community Council hosted at The Employment Academy, SE5
6 February 2018	Q&A	Old Kent Road drop-in session 1 hosted at the Rich Estate, SE1
8 February 2018	Presentation/Q&A	Nunhead and Peckham Rye Area Housing Forum hosted at Harris Academy, SE15
12 February 2018	Presentation/Q&A	Peckham Area Housing Forum
12 February 2018	Presentation/Q&A	Ledbury TRA
13 February 2018	Presentation/Q&A	Rotherhithe Area Housing Forum
13 February 2018	Presentation/Q&A	Walworth West Area Housing Forum hosted at Pelier TRA Hall, SE17
14 February 2018	Presentation/Q&A	Bermondsey West Area Housing Forum
15 February 2018	Presentation/Q&A	Dulwich Area Housing Forum, Lordship Lane and Melford Court TRA Hall, SE22
20 February 2018	Presentation/Q&A	Conservation Advisory Group

20 February 2018	Presentation/Q&A	Aylesbury Area Housing Forum
21 February 2018	Presentation/Q&A	Camberwell West Area Housing Forum
26 February 2018	Big Local Meeting	Hosted at Avondale Community Hall, Avondale Square Estate, SE1
7 March 2018	Q&A	Old Kent Road drop-in session 2 hosted at Christ Church Peckham, SE15
7 March 2018	Presentation/Q&A	Borough and Bankside Area Housing Forum
9 March 2018	Primary school workshop	Phoenix Primary School Visioning workshop (see Appendix 7)
12 March 2018	OKR Business Workshop	Hosted at New Covenant Church, SE1
14 March 2018	Presentation/Q&A	Southwark Housing Action Group hosted at Southwark Council Offices, Tooley Street, SE1
19 March 2018	Old Kent Road Retail Workshop	Hosted at Southwark Council Offices, Tooley Street, SE1
21 March 2018	Presentation/Q&A	Bermondsey East Area Housing Forum
23 March 2018	Presentation/Q&A	Meeting with Page's Walk residents
26 April 2018	Presentation/Q&A	Walworth East Area Housing Forum
CONTINUOUS ENGAGEMENT CONTRIBUTION TO 2018 AAP		
Date	Method of consultation	Comments
6 June 2018	Secondary school workshop	Charter Secondary School workshop (Year 9) (See Appendix 7)
6 June 2018	Presentation/Q&A	Southwark Housing Association Group hosted at Southwark Council Offices, Tooley Street, SE1
15 July 2018	Presentation Q&A	Action OKR hosted at Treasure House at the former Livesey Museum
8 September 2018	OKR Forum Session 1: Introductions and general discussion	Hosted at Christ Church Peckham, SE15
17 October 2018	Presentation/Q&A	Stephenson Crescent residents

		meeting hosted at Links Community Centre, SE16
20 October 2018	OKR Forum Session 2: Transport	Hosted at Christ Church Peckham, SE15
17 November 2018	OKR Forum Session 3: Business and workspace	Hosted at Christ Church Peckham, SE15
5 December 2018	Meeting with Northfield House residents	Berkeley Homes (applicant for Malt Street) presented their scheme, of which residents asked a number of questions around building heights, affordable housing, design quality and cladding, car parking.
27 December 2018	Meeting with Glengall Road residents	Berkeley Homes (applicant for Malt Street) presented their scheme, of which residents asked a number of questions around building heights, overshadowing, construction impacts, parking, wind impacts, fire policy.
15 December 2018	OKR Forum Session 4: Tall buildings	Hosted at Christ Church Peckham, SE15
9 January 2019	Presentation/Q&A	Unwin and Friary Tenants Residents Association hosted at Friary and Unwin TRA Hall, SE15
19 January 2019	OKR Forum Session 5: Open Space	Hosted at Christ Church Peckham, SE15
28 January 2019	Presentation/Q&A	Canal Grove Residents Meeting hosted at Christ Church Peckham, SE15
29 January 2019	Presentation/Q&A	Tustin Estate TRA hosted at Tustin Estate TRA Hall, SE15
30 January 2019	Meeting with Pastors/Community leaders	Hosted at Victory House, SE17
31 January 2019	The Ark Globe Academy Youth Networking Event	Hosted at The Globe Academy, SE1

2 February 2019	Q&A	231 Old Kent Road drop in session 1 hosted at East Street Library SE1
5 February 2019	Presentation/Q&A	Friends of Burgess Park meeting hosted at Burgess Park Community Sports Centre, SE5
5 February 2019	Discussion	Christ Church Peckham meeting with Vicar
6 February 2019	Presentation/Q&A	Space Studios Launch
7 February 2019	Q&A	231 Old Kent Road drop-in session 2 hosted at Christ Church Peckham, SE15
12 February 2019	Presentation/Q&A	Radford Court residents meeting hosted at Radford Court, SE15
14 February 2019	Secondary School workshop (Year 9 feedback session)	The Charter School, East Dulwich, SE22 (See Appendix 7)
16 February 2019	OKR Forum Session 6: S106 and CIL	Hosted at Christ Church Peckham, SE15
4 March 2019	Presentation/Q&A	Meeting with Astley and Cooper Road TRA hosted at Wessex House, SE1
16 March 2019	OKR Forum Session 7: Design Quality	Hosted at Christ Church Peckham, SE15
25 March 2019	Q&A	Canal Grove residents Meeting
25 March 2019	Meeting with Penarth Centre artist	Hosted at Southwark Council Offices, Tooley Street, SE1
25 March 2019	Youth Council meeting	
26 March 2019	Youth Voice Event	Hosted at Ministry of Sound, SE1
1 April 2019		Meeting with Church Pastor at Redeemed Christian Church of God, SE1
4 April 2019	Community Hub Launch at 231 Old Kent Road	
5 April 2019	Old Kent Road Community Hub Drop-in session	2 Week drop in session from 5 April to 18 April

5 April 2019	Youth outreach programme	5 April to 18 April
18 April 2019	Youth Event	
26 April 2019	NLA Breakfast Talk	Hosted at the Building Centre, WC1E
7 May 2019	Q&A	Radford Court residents meeting hosted at Radford Court, SE15
13 May 2019	Q&A	Canal Grove residents meeting hosted at Southwark Council Offices, Tooley Street, SE1
17 May 2019	Q&A	Pages Walk residents meeting hosted at Christ Church Peckham, SE15
1 June 2019	231 Reopening	
17 February 2020	OKR Business Meeting	Hosted at Southwark Council Offices, Tooley Street, SE1
2021 CONSULTATION		
Date	Method of consultation	Comments
11 January 2021	Consultation Hub page	
11 March 2021	OKR Business Roundtable meeting	Held virtually over Zoom due to COVID-19 restrictions
18 March 2021	OKR Residents/Communities Roundtable	Held virtually over Zoom due to COVID-19 restrictions
18 March 2021	Walworth Society	Held virtually over Zoom due to COVID-19 restrictions
22 March 2021	OKR Community Review Panel	Held virtually over Zoom due to COVID-19 restrictions
23 March 2021	OKR Developers and Landowners Roundtable meeting	Held virtually over Zoom due to COVID-19 restrictions
13 April 2021	Youth Roundtable	Held virtually over Zoom due to COVID-19 restrictions
22 April 2021	Retail Roundtable	Held virtually over Zoom due to COVID-19 restrictions
27 April 2021	Tenants Resident	Held virtually over Zoom due to

	Association Roundtable	COVID-19 restrictions
	Ledbury RPG	Held virtually over Zoom due to COVID-19 restrictions
26 July 2021	Meeting with Thompson Engineers and Than Clark about emerging Design Code for OKR13	Hatcham Road
5 August 2021	Bramcote Paark door knocking-meeting residents to complete short survey and highlight the park project	Bonamy and Bramcote estate
2 September 2021	Online presentation and discussion with businesses and developers on Design Code for OKR13	Online
3 & 5 September 2021	Public exhibition on the Design Code for OKR13	Penarth Centre, Hatcham Road
6 September 2021	Presentation and discussion with Bonamy and Bramcote on Design Code for OKR13	Links Community Hall
7 September 2021	Presentation to OKR CRP on Design Code for OKR16 Microsoft Word - 210907 Hatcham Road Design Code report.docx (oldkentroad.org.uk)	Held virtually over Zoom due to COVID-19 restrictions
3 December 2021	Bramcote Park Exhibition	Links Community Hall
21 July 2022	Bramcote Park COMMUNITY DESIGN FORUM 1 with Bonamy and Bramcote TRA	Links Community Hall

8 September 2022	Meeting with Canal Grove residents to discuss findings of AAP Microclimate study	Treasure House
13 September 2022	Door knocking to inform about neighbourhood meet up with Rotherhithe New Road project team– Bramcote Park	Bonamy and Bramcote estate
15 October 2022	Bramcote Park NEIGHBOURHOOD MEET-UP / Assemble Play event	Bramcote Park
20 October 2022	Bramcote Park COMMUNITY DESIGN FORUM 2 with Bonamy and Bramcote TRA	Links Community Hall
7 November 2022	Update to Bonamy and Bramcote TRA about Bramcote Park	Links Community Hall
17 November 2022	Bramcote Park YOUTH DESIGN MEETING,	THE BLUE YOUTH CLUB
5 December 2022	Presentation to Bonamy and Bramcote TRA about Greening Rotherhithe New Road	Links Community Hall
12 December 2022	Presentation to OKR CRP on Greening Rotherhithe New Road and OKR13 Microsoft Word - 221212_CRP_Rotherhithe New Road Greening_report.docx (oldkentroad.org.uk)	Links Community Hall
20 December 2022	Christmas fair with workshops and	Bramcote Park

	stalls on Greening Rotherhithe New Road and Bramcote Park projects	
20 February 2023	<p>Presentation to OKR CRP Bramcote Park</p> <p>230220 CRP20 Bramcote-Park_report.pdf (oldkentroad.org.uk)</p>	231 Old Kent Road
6 March 2023	Presentation to Bonamy and Bramcote TRA about Bramcote Park	Links Community Centre
3 May 2023	Teams call with Kaymet about emerging Design Code for OKR13	Teams
4 May 2023	Teams call with Constantine about emerging Design Code for OKR13	Teams call
4 May 2023	Teams call with Wilkinson Say about emerging Design Code for OKR13	Teams call
11 May 2023	Meeting with N Okwulu to discuss OKR13 Design Code	Livesey Exchange
11 May 2023	Site visit to meet businesses in OKR13 area	T Marchant Trading Estate, Capital Industrial, Ruby Lounge, Kaymet
16 May 2023	Meeting with BL about emerging Design Code for OKR13	BL offices
5 June 2023	<p>Presentation on OKR13 Design Code to Bonamy and Bramcote TRA</p> <p>Presentation and discussion on Bramcote Park</p>	Links Community Hall, Rotherhithe New Rd

	design	
7 June 2023	Meeting with Safestore about emerging Design Code for OKR13	Teams meeting
11 June 2023	BRAMCOTE PARK COMMUNITY GARDENING & PLANTING WORKSHOP	
12 June 2023	Drop in and discussion about Design Code for OKR13 for residents of Bermondsey Works and Canal Grove Cottages	Links Community Hall, Rotherhithe New Rd
13 June 2023	ASSEMBLE PLAY DAY	Bramcote Park
19 June 2023	Presentation to OKR CRP on Design Code for OKR13 https://oldkentroad.org.uk/wp-content/uploads/230619 OKR13 masterplan designcode.pdf	231 Old Kent Road
18, 19 July 2023	Public exhibition on the Design Code for OKR13	Small Beer Brewing Co. 70-72 Verney Rd
27 June 2023	Meeting with Kent Park Industrial Estate owner about emerging Design Code for OKR13	Teams meeting
8 September 2023	Bramcote Park stage 3 design-Consultation Hub	On-line
19 September 2023	Bramcote Park door knocking to announce stage 3 design online consultation	Bonamy and Bramcote estate
10 October 2023	Update on AAP to Ledbury RPG	Ledbury Estate TRA hall

November 2023	Workshops with Pilgrims Way primary school to inform OKR13 Design Code	Pilgrims Way primary school
13 November 2023	Presentation to OKR CRP on Design Code for OKR2, 3 & 4 231113 Mandela-Way-Masterplan-and-Design-Code_report.pdf (oldkentroad.org.uk)	Treasure House
14 November 2023	Meeting with John Lyons Trust about emerging Design Code for OKR2, 3 & 4	Teams
11 December 2023	Public exhibition on the Design Code for OKR2, 3 & 4	The Drawing Room, Crimscott Street
20 March 2024	Meeting with John Keats school to discuss Verney Road and OKR13	John Keats primary school
May 2024	Workshops with Treasure house School informing design of Murdock Street pocket park	Treasure House
24 May 2024	Meeting with Tate about emerging Design Code for OKR2, 3 & 4	Teams
4 June 2024	Attend Ledbury RPG to present masterplan for Murdock St pocket park	Ledbury TRA Hall
24 June 2024	Presentation to OKR CRP on Design Code for Murdock Street pocket park 240624_CRP_Murdoc k_Pocket_Park.pdf	Treasure House

	(oldkentroad.org.uk)	
5 August 2024	Meeting with Duchy of Lancaster about emerging Design Code for OKR2, 3 & 4	Teams



Appendix B:

Summary of key issues raised in consultation responses to the survey questions & Consultation Hub Questionnaire data

Old Kent Road Area Action Plan: Consultation Report

October 2024

Introduction

This document is a summary of the consultation conducted in 2021 with residents, businesses and interest groups regarding the draft Old Kent Road Action Area Plan (OKR AAP). All comments received from Southwark's Consultation Hub are summarised and analysed below. For email representations please see Appendix 2.

Composition of respondents

The below shows most of the representations received from the Consultation Hub were from residents.

Total	Unknown	Businesses and landowners	Residents	Community/ Interest groups
136	---	1 (0.7%)	122 (89.7%)	13 (9.6%)

Summary of key issues raised in consultation responses

The Consultation Hub questionnaire asked respondents to state if they agreed, disagreed, agreed in part or didn't know with the strategy in the AAP for each of the themes listed below, in addition to providing further comments. The table shows this data in raw form and relates to the bar chart in section 2.3 Headline figures.

Total 136	Yes	No	In Part	Don't know	Not Answered
Climate Emergency	22	74	25	10	5
District Heat Network	49	43	17	19	8
Bakerloo Line Extension	89	19	20	3	5
Child and Youth Provision	63	14	38	15	6
Quality, Affordable & Family Homes	41	48	38	2	7
Tall Buildings	26	84	20	3	3
Movement	73	24	36	0	3
Co-location (industrial and residential)	53	44	27	5	7
Town Centres, Leisure and Entertainment	65	23	42	2	4
Quality Design and Heritage	72	24	30	5	5
Parks and Open Spaces	83	15	30	3	5

Do you agree that Old Kent Road Area Action Plan will address the Climate Emergency?

Yes	No	In part	Don't know	Not Answered
22	74	25	10	5
<ul style="list-style-type: none"> Fourteen representations were received in support of the question two but only two comments were submitted. One representation stated that urban densification is one of the best strategies for improving carbon efficiency. They were glad that the council are replacing space intensive car parks with homes especially close to 				

public transport. The second representation stated that the OKR AAP will only address climate emergency if net zero is achieved by “2020.”

- Majority of the responses were skeptical about whether the OKR AAP addresses the climate emergency and whether carbon neutrality can be achieved by 2030. Issues shared by the majority objecting to question 2 expressed problems surrounding tall buildings, reduction of open spaces, the scale of the project, the level of carbon footprint produced by construction and the unsustainable materials used during construction.
- The current method of construction is demolition-led, contributing to carbon footprint. Representations suggest it should be retrofitting-led, make full use of empty buildings and more alternative sustainable materials should be used including Hempcrete.
- The scale of the development is so huge at every stage was also a concern. Construction and cumulative development in general have an influence on air quality.
- A representation stated that XR Southwark Lobbying group think that the scale and massing of the development proposed is incompatible with Cleaner, Greener, Safer policies outlined in AAP12.
- The problems with high-rise buildings conveyed by residents and community groups said that cooler microclimates were created, which in return affects the local biodiversity and heightens heating consumption. They state tall buildings also consume more resources to build and energy – e.g., with the use of elevators. Loss of sunlight, unable to garden, influences physical and mental wellbeing. The wind tunnels created by tall buildings will also make it difficult to cycle.
- There is a reduction of open spaces. For example, OKR 12 seeks to build an OOS, which conflicts the NSP and previous plans maintain amenity land for residents.
- A respondent stated that Fossil Fuel District Heating System is costly and that the council makes no attempt to utilise modern renewable modes of heating and encourage use reduction. However, a representation welcomes the introduction of the District Heating System but should not be the main solution to the AAP3.
- There is still some support for the use of cars and one representation expanded that car-free will affect the working-class population.
- Southwark Law Centre state there is no evidence-based targets included nor a monitoring structure.

Do you agree with the AAP3 proposals to connect to the District Heat Network?

Yes	No	In part	Don't know	Not Answered
49	43	17	19	8

- Majority of respondents were in agreement or part agreement of the district heat network, but those who opposed it considered district heating to be unreliable based on existing social housing estates experiencing long standing problems.
- A representation stated the waste used in making the heating network has to be brought in from other boroughs causing more traffic and more congestion and is not automatically a clean energy supply. If waste and recycling rates are to increase this is not deemed as a long-term solution.
- There also doesn't seem to be evidence to suggest this can be supported safely and cost effectively for residents. The system will potentially be out of date before its finished.
- Those in support believed it's a great idea in theory, but a greater discussion should be had with the community as to the benefits of the system.

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Do you support the plans for the Bakerloo Line Extension with two stations along Old Kent Road?

Yes	No	In part	Don't know	Not Answered
89	19	20	3	5

- Most of the comments in favour state that the BLE has been over-due and is critical in the development of Old Kent Road. This will ensure the area is not “left-behind” and is connected to the rest of London, which will bring further investment, generating benefits to residents and businesses. Further comments also suggest that the BLE will reduce traffic flow.
- However, 20 representations were in part as although benefits of the BLE were recognised, representations do not support the mass development of the area without the initial development of the BLE first as the current transport infrastructure is failing to support the growing population and is doubtful of the scale of the project and the proposed timescales. Further work is needed to support current transport infrastructure, including bus services, dedicated carriageway and tram and these should be delivered first.
- The representations that were unsupportive of BLE highlighted that there is uncertainty with the impacts of the line extension.
- Representations had concerns about the recent news that TfL announced of mothballing the BLE and other transport infrastructure, such as Crossrail 2 is behind schedule.

Do you agree with the proposed AAP14 for the provision of facilities and spaces for children and young people (Child and Youth Provision)?

Yes	No	In part	Don't know	Not Answered
63	14	38	15	6

- Almost half of the respondents to this question support the proposals for facilities and spaces for children and young people
- Respondents recognise the need for more youth facilities in the area and that this should not be at the expense of upkeeping existing facilities
- Many respondents support youth provision but want to see replacement of facilities which have already been lost and for the policy to be able to provide for an increasing population
- Many respondents do not think the proposals for 231 Old Kent Road and two new schools will meet the needs of the existing community or future population growth
- The sale of Bermondsey Library, Bermondsey, Peckham and Walworth Town Halls, a number of schools and a homeless hostel are cited many times as big losses to the community
- Multiple respondents point to the need for park improvements and the importance of outdoor facilities to create safe spaces for young people and reduce youth crime
- Burgess Park is highlighted several times as an opportunity for improvements for young people
- Smaller open spaces around the Old Kent Road are also recognised as playing a vital role for children and young people e.g. Galleywall Nature Reserve, Nile Terrace and Ekington Gardens

- Several respondents would like to see the protection of casual recreational play areas used by children and young people such as ball courts, open areas and green space
- One respondent suggests the integration of sports facilities into development not just in parks and green spaces
- There are objections to the proposals for two new schools when existing schools are facing closure
- The proposals should be brought forward designing with and for such people, using consultants and design teams that reflect the diversity of the demographic of Old Kent Road.
- There is a need to create inclusive, multi-cultural spaces and facilities which are integrated into the communities and resounding cries that proposals are truly accessible to all
- There are concerns about the location of these facilities in relation to road safety and how this will relate to minimising traffic
- There is concern that there is not enough being done to provide for older children and young adults and that the policy is too focused on young children
- Two respondents would like to see more connections to training and job opportunities in the proposed facilities
- One respondent points to encouraging youth to start their own businesses through affordable workspace and wants to see development providing more mixed-level, mixed-use community facilities with affordable workspace and youth training facilities, where young people could be provided mentorship and work experience / overshadowing opportunities by local businesses renting workspace
- There are concerns about who will take ownership of the spaces and how valuable it will be if there is no clear ownership
- Southwark Law Centre suggest that the policy could be improved by further effective consultation and a map of the current and proposed youth provision so people can clearly visualise the plans

Do you support the proposals to provide 20,000 new homes, including Affordable and Family Homes?

Yes	No	In part	Don't know	Not Answered
41	48	38	2	7

- Respondents in support of question 3 commented that there should be more family homes especially 3-4 beds, as well as accommodate people with disabilities and individuals from a lower income background. One emphasised that only 8% of Southwark's existing can afford homes at full property value price
- If possible, taller buildings should be built as they house more homes.
- More information needed of the percentage of affordable homes built.
- New council homes should go to those already in the waiting list and favour key workers with an emphasis of keeping communities together
- Disagrees with the provision to allow developers to pay instead of providing affordable housing as this dilutes the provision of affordable housing
- Provision of affordable without the BLE is unthinkable and retrofitting empty homes should be an option, as 1 in 24 homes in Southwark are empty.
- Disagrees - increasing the number of private sale homes and unaffordable shared ownership homes will force both private rents and commercial rents up as landlords cash in. This will displace existing poor local people
- Already overpopulated – noise

- Not about quantity but the design – tall buildings issue
- 13,000 of the new homes will be unaffordable to Southwark and London resident - long existing residents will be priced out, for example, in Elephant and Castle.
- The current climate should be considered in the plan. For example, the negative migration due to crippling housings prices, desire for green space, working from home, reduction in student influx and migration to Europe following Brexit.
- Not enough affordable social rent
- The housing does not justify the scale of the development.
- It must be truly affordable and not luxury homes, bought by overseas investors.
- Pages Walk believes 20,000 is too many for the area - destruction of communities by development, new homes should to provide social regeneration
- Old council homes removed
- Too much without the necessary transport and social infrastructure
- It should be 50% social rent and the rest to be affordable
- More acknowledgement needed accommodating Gypsy and Travellers.

Do you know how to find affordable housing built in the area?

Yes	No	In part	Don't know	Not Answered
26	81	18	6	5

- There seems to be confusion about 'affordable' rent as opposed to social rent.
- A representation stated that as developers increase house prices within their development and the area, more assurances is needed to ensure 'affordable rent' will be capped at London Living Rent.
- Rent capped at London Living Rent was a common theme among the respondents.
- A respondent claimed it was easy for them as they own a leasehold property
- Some needed more information on this as they could not find
- A dedicated website or social media was suggested
- Needs to be easily and quickly available
- £60k isn't affordable.

Could the council do more to inform people of its approach to local lettings?

Yes	No	In part	Don't know	Not Answered
93	8	4	24	7

- Majority of respondents were in agreeance of learning more on local lettings, but have understood this consultation question to be related to the policy targets in AAP 4: Quality Affordable Homes
- The recurring representation made by several respondents wanted to address the local lettings target of 50% new council homes being let to local residents in the existing community.
- The set target does not deal with the problem of council waiting list, the number of new homes being insufficient and appropriate housing needs (unaffordable to existing communities and often of the wrong type).
- A representative suggested a local office serving the community to be located

within the development area, as information is only online.

- Wanting to see a physical model showing all the maximum height that you have envisioned for this area.
- A respondent stated a dedicated social media page/website may help.

Do you agree with the new Tall Buildings plan?

Yes	No	In part	Don't know	Not Answered
26	84	20	3	3

- The majority of respondents do not support the tall buildings plan
- Concerns over the harm caused to the London skyline and the impact of wind tunnels on the Old Kent Road
- Many respondents are worried about the loss of natural light and the shadowing of open spaces caused by tall buildings
- Concerns over the safety of tall buildings planned as single stair buildings with no alternative means of escape in the event of fire
- Grenfell is cited many times as a reason not to have tall buildings
- Studio flats are sub-standard accommodation and should not be permitted
- Tier 1 buildings feel claustrophobic, intimidating and impact poorly on mental health – human scale development is more favorable
- Although tall buildings signify strategic points it is considered that the buildings proposed at tube stations are too high
- Tall buildings are too bland and not architecturally distinct
- The high-rise housing provision of social and affordable housing will create a character-less development which will alienate the local community
- STAG reported that Gypsies and Travellers feel oppressed by tall buildings overlooking their sites
- Shadowing negatively effects biodiversity
- Concerns over the impact which tall buildings have environmentally during construction and the higher use of energy during occupation - office and residential buildings use more energy per square meter, the taller they are
- The size and massing of the buildings is continuously increasing despite assurances given to existing residents and there is worries over the loss of character of the local area
- Lack of outside space and being able to relate to the scale of the people in the street lead to feelings of separation, isolation and depression. This is particularly acute within families especially where young children are involved. Numerous studies illustrate tall buildings are detrimental to individuals and society/community. The majority of those studied experienced greater mental health problems; higher fear of crime, fewer positive social interactions and more difficulty rating children and depression.

Do you agree with the strategy to ensure (Movement) public transport, cycling, walking and scooting are the first choices of travel for local residents?

Yes	No	In part	Don't know	Not Answered
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73	24	36	0	3
<ul style="list-style-type: none"> • Majority of the respondents in favour of the strategy commented on the positive approach of cycling and would like to see connective cycle lanes to central London. • However, there should be more consideration of cycle movement and improved road crossings at Burgess Park. Friends of Burgess Park recommended an orbital route along Albany Road and St George's Way. • Prioritisation of pedestrians and public transport users over cyclists. • Safety measures set in place for such infrastructure needed - e.g., walking can be dangerous and especially for children. • Cycle theft is a huge problem. • Further development of electric charging points was recommended. • Concerns over the delivery of a "Healthy Highstreet" for the whole of OKR without the delivery of the BLE. • Representations were concerned on the effect of car free proposals upon local people especially the working-class community, less able bodied and elderly. • There is still a reliance on deliveries and servicing (electrics, plumbing, building maintenance etc.,) all of which means trucks and vans. • Respondents that were against the transport strategy stated that the pedestrian crossings were "staggered" and would like to have a "simple, and plain, direct pedestrian crossings" • More clarification the segregation of bus lanes and cycle lanes – whether if this is for the whole of OKR. • Problems with e scooters being dangerous and illegal. 				

Do you agree with the strategy to mix industrial uses with new homes (Co-location)?

Yes	No	In part	Don't know	Not Answered
53	44	27	5	7
<ul style="list-style-type: none"> • There is lack of high street shops but respondents like the OKR's business park as it includes large supermarket stores, pet and garden centres. • "Retaining industrial uses in the Old Kent Road area is unquestionably necessary in order to retain the character of the area and continue to support the large number of businesses to continue to provide essential services to central London and beyond. • However, only 10% of redevelopment industrial land and workspace will be affordable. This percentage should be increased to at least 50% to ensure that local businesses can afford to remain in the area. • Open to the mix of uses as focused on non-cars, that drives local communities and local businesses as we meet, eat, play in local parks, cafes and restaurants we build together. • Delivery access and sufficiently sized space needs to be provided to ensure industries old and new can thrive. To provide for only maker spaces would be a mistake. • People need jobs near to where they live. • Majority of the respondents had Issues on co-location: e.g., safety, noise, cleanliness, unpractical– in reality, who would like to live in this sort of environment. 				

- Also depends on what type of industrial it is.
- Careful planning is needed.
- There is a requirement of servicing of industrial – lorries and vans and this should be researched more.
- There is no requirement of office space – many are now empty due to the pandemic.
- Questions around enough greenspaces in this mixed-use environment
- John Bussy response -
- Mixing is counterproductive. There are many unkept and ugly industrial land.
- Questions how industrial land can thrive with the high street and how to make the high street become more attractive.
- Constantine, Martin Speed, Jayhawks, Blue Apron plus Tate Store and White Cube store. All these companies are being forced out through compulsory purchases. Zone 2 is close enough to service the art galleries and museums in central London. By taking the action of removing this industry from the area, there will be job losses and storage facilities will have to move further out, increasing the carbon footprint and pollution.
- Local people should be able to purchase homes before anyone else. - should not be in this section.
- Respondents in part stated that it depends if it works favour on the environment and the type of industrial use is proposed.

Do you agree with the strategy to create a high street including new shops, restaurants, cafes, local services and leisure uses (Town Centres, Leisure and Entertainment)?

Yes	No	In part	Don't know	Not Answered
65	23	42	2	4

- Strongly agree as this will attract more businesses and jobs in the area and increase for people to shop more locally and jobs should be for the local people.
- The majority would like to see small, independent shops (e.g., small boutique owners, artisan creators) but one respondent stated they only would like chain shops as they do not trust food hygiene in smaller restaurants.
- To provide affordable retail at the same time to incorporate human-scale design – it should facilitate for human interaction and community participation.
- A respondent asked whether there will be a council owned leisure centre and sports facilities.
- The main concern was the loss of pubs and no strategy for retaining pubs as many people these are social assets.
- No strategy that can create a high street and deliver a vibrant mix of shops restaurants, cafes etc. This happens organically over time where things naturally evolve in response to the needs of the local population. Pubs need to be
- Theatre Trust state within part 4, reference performance space in addition to cinema or museum as there is a shortage in the borough.
- To allow to develop shopping frontages into the way they would like
- More mention of pubs - pubs aren't listed amongst the figures on page 15 of the plan under "schools and communities", or on Page 50 under "High Street Character and Ground Floor Strategy". These buildings are communities too – especially for the elderly, and working class people; they are a key part of our social fabric, even if they are now a minority interest. By ignoring these important

buildings and the businesses within them, further anger and division is caused.

- OKR is home to a rich mix of ethnic minorities. Much of the wide diversity already existing in terms of cafes and restaurants on OKR will be lost when rents increase as part of the regeneration/gentrification drive. We don't want another high street full of familiar chains, we wish to preserve the existing distinct mix.
- Majority of the respondents would like to keep the high street local
- Commercial rents need to be set at a level suitable for small business owners rather than large chains.
- One respondent said they would like to see light industrial on the high street

Do you agree with the strategy to safeguard Heritage and deliver high quality design?

Yes	No	In part	Don't know	Not Answered
72	24	30	5	5

- Respondents agree with the strategy but are skeptical that it is being achieved as in reality there is so much demolition and redevelopment of heritage assets
- There is much concern over the heights of buildings and how these should conform to the restrictions set out in the NSP
- The scale and height of development proposed is considered contradictory to the safeguarding of heritage assets and harms the settings of conservation areas and heritage assets with which they are in proximity of
- One respondent notes that the plans for OKR12 to preserve the existing stables and forge are at odds with the drawings which show 3 large multi-storey buildings where these assets are located
- There are multiple objections to the loss of the former Duke of Kent pub (now the Old Kent Road Mosque, no.365) and calls to see the existing building protected as a heritage asset
- Multiple requests to have the historic interior of the Thomas Beckett pub reinstated
- There are concerns that pubs are not listed under schools and communities or as part of the High Street and Ground Floor Strategy as they are important community assets
- Green Man pub (closed 2021) should be protected as a heritage asset and mentioned in the plan
- Retaining and retrofitting would be welcomed so many are concerned about the demolition led nature of the plan
- There is desire to see modernist buildings (the North Peckham Civic Centre) the same heritage significance as Victorian buildings
- There is severe concern from the residents of Page's walk that the proposed developments are going to cause considerable harm to the Conservation Area

Do you agree with the strategy to increase the quality and number of Parks and Open Spaces in Old Kent Road?

Yes	No	In part	Don't know	Not Answered
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83	15	30	3	5
<ul style="list-style-type: none"> • The need for open space is acknowledged by most respondents • Respondents would like to see a much greater increase in the provision of open space in the plan as the proportion of open space is low compared to the number of new homes and to account for the future increase in population • Many respondents believe that the existing green space provision would need to be more than doubled for Southwark to retail its ranking as 5th worst borough in London for access to green space • Many people want to see small parks and open spaces connected • Suggestion for green routes to and from Burgess Park down Old Kent Road • Multiple concerns were raised that the current trend of Council infill schemes on their estates, the loss of green space and children's play areas means a continued loss and so any proposals for more green space is outweighed by the removal of current spaces • There is concern that there will be an overall loss of trees as the 3000 new trees committed for planting in the AAP is less than the trees already lost to development • There is concern that shadowing caused by tall buildings will have negative impacts on biodiversity and cast greater proportions of the street in shadow, creating dark alleyways where concentrations of stagnant air and pollution can be found • Some respondents raise concerns about the proposed Mandela Way Park and how this will affect existing road layout and accessibility • Many who express support the plans are still concerned about trees, loss of green space to infill schemes, the impacts of tall buildings on open space and the location of Mandela Way Park • One respondent does not support the strategy as they feel that there are enough parks already which are not looked after properly • One respondent points to the need for more sporting facilities as existing ones are oversubscribed and in poor condition • Green and open space is beneficial but not at the cost of having tall buildings which destroy the enjoyment of the open space • There is concern that much of the green space being proposed is for private use and not accessible to all • One respondent supports the strategy as long as carbon capture is implemented • There are concerns that the existing stock of parks and open spaces is not being safeguarded due to the volume of new development which is planned • There is approval for the proposal to create a new park at the gas works • It is important to make sure that these green spaces are not simply paved areas with a few trees and the occasional planter 				

What do you think of development completed to date?

- Representations received were largely skeptical or pessimistic about the developments completed to date. The only positive representations stated that developments were "good so far," "exceptional" and "attractive."
- The majority believed that the developments were impersonal, cold, too high, lack of greenspaces, low quality,
- Lack of greenspaces in developments and greenspaces in general are disjointed.

- Concerned in the reduction of community assets
- Developments concerned on the provision of housing and lack of local community facilities improvements.
- Communities unaware of proposed developments
- Problems with local government, little consultation for the general public,
- Slow development
- Expensive
- Against gated communities as it creates social exclusion
- Buildings fronting onto Crimscott Street should be between 6 - 8 storeys; yet we are already seeing the finished construction of 9 storeys as part of the London Square development which incidentally is one of the ugliest buildings to be constructed in recent years bearing more resemblance to a multi-storey car park or the recently demolished Heygate Estate rather than referencing existing builds in the area or working in any sympathy with the neighbouring Conservation Areas of Grange Road and Pages Walk.

What could the council and developer do to make sure that you are kept up to date about the construction on site and dealing with disturbance?

- Signage and letters in the post to residents, consultations and engagement
- Ensure that forums (like Next Door Neighbour) are regularly updated
- Create a text alert system for major works
- A web forum or Twitter feed
- More frequent emails and regular consultation
- A newsletter posted to residents
- Use the hoardings more effectively, not just for marketing
- Hold public information events – even online
- Organise virtual tours of what the development will look like
- Send leaflets
- Interactive map with the pipeline of work in progress and future stages of the masterplan - could also be used to consult on the design of each plot while still in the design stage
- Far greater openness and genuine consultation with residents. Go and talk to residents.
- Notification boards on site
- The council and developers need to do much more to engage, involve and inform Gypsy, Roma and Traveller communities in Southwark. A proper health and equalities impact assessments should be completed before all new constructions are started and Gypsies, Roma and Travellers should be specifically considered within these, as part of the Council's Public Sector Equality Duty.
- Bad practice of developers framing questions to ensure that existing residents can only give the answers that the developers need for the proposal to be approved
- The council has frequently extended construction working hours throughout the pandemic on many sites across Southwark. This is totally unacceptable with so many people in lockdown working from home and home schooling
- Many sites were also using floodlights to work these extended hours in the dark which created a light pollution issue on top of the noise nuisance.
- Many roads have been made difficult to access next to huge developments. This combined with LTNs has actually increased traffic and carbon emissions rather than addressing them.
- There is a total failure to work with the existing community in regard to developers

carrying out works with no notice being given as to when works are starting etc., generally it is left to the public to complain as and when things happen. More positive engagement needs to happen with such an ambitious building programme.

- Southwark Council have to do more to protect existing residents from unscrupulous developers working unlawfully. Currently residents have to take construction companies to court for damage to their property caused by construction.

Do you have any other comments on the December 2020 draft Area Action Plan that you would like to share?

- For many respondents the delivery of the Bakerloo Line Extension is critical for the success of the plan and there is concern that TFL do not have the financial means to ensure the project goes ahead
- The Council's desire to build buildings that are crafted to a high standard and the use of materials and construction that will last, weather well and stand the test of time is applauded
- There is a desire to see more bike hangars and recycling bins in the whole of the Old Kent Road
- Those who are supportive of the plan and its ambitions want to see development happening at a faster pace
- Some residents report that they feel disregarded and stepped on
- A common theme is more discussion and engagement with local residents
- Improved and extended cycle and routes and planting more trees to separate pedestrians and cyclists from traffic on Old Kent Road need to be the first step towards creating a high street that serves the local community and supports the local economy
- It is felt that the Bricklayers Arms site allocation is confusing



Appendix C:

Summary of email responses to the consultation

Old Kent Road Area Action Plan: Consultation Report

October 2024

Below shows a breakdown of those who responded to the consultation by email. Most of the representations received by email were from Businesses/landowners, and all Statutory Consultees responded to the consultation through this method..

	No. Of responses	Statutory consultees	Businesses and landowners	Individuals	Community groups etc
Emails	47	11	23	8	4
Hub	136	0	1	123	12
Total	183	11	24	130	17

1) STATUTORY CONSULTEES

Natural England	
Written rep received previously	-
<ul style="list-style-type: none"> Nothing to comment on this consultation 	

Highways England	
Written rep received previously	2018
<ul style="list-style-type: none"> No comments or objections at this time. 	

Historic England	
Written rep received previously	2016, 2017 and 2018
<ul style="list-style-type: none"> Their principal concern remains the tall buildings strategy and the potential impact on the setting of heritage assets and on local character. Historic England acknowledges that the taller elements will be limited to key junctions and transport heights, however they emphasise that it is vital that both taller elements and podium heights respect the significance of heritage assets and development preserves and where possible enhances this significance. The height and mass of proposed new development should also be informed by street widths and care will need to be taken to avoid an oppressive sense of enclosure - recommends the Allies and Morrison/Urban Practitioners research which concluded the importance of prioritising street structure and the need for scale to reflect street width Historic England urge the Council to explore alternative and innovative approaches which would help mitigate the need for extensive tall buildings within narrow street patterns and would enable "landmark" buildings to genuinely serve the purpose of the identification of key locations. Suggestion to amend policy of AAP8 'The design of tall buildings must' to include wording relating to the preservation and enhancement of heritage assets Figure 12 would benefit from being tested to conclusively demonstrate that the proposed heights will not cause harm to the strategic views or outstanding 	

universal values of world heritage sites.

- It is noted that the Tall Buildings Study referred to in the evidence base has not been published
- Would like to see more sound analysis of the impacts on the significance of heritage assets in relation to the concept of 'Stations and Crossing' and the three-tier approach to Tall buildings
- Encourages the Council to define a maximum height for Tier 1 buildings to give clarity to the vision and enable more effective planning of the surrounding townscape
- Historic England think that many of the proposed sites would benefit from more detailed illustrative masterplanning and design codes
- Supportive of AAP9 Character and heritage and the inclusion of the policy to safeguard historic street surfaces
- Historic England recommend early identification of "risk" and a strategy to address this to take advantage of the opportunities to enhance local character and refurbish and enhance buildings to successfully support the vision for revitalised local amenities and town centres.
- In SA1 new development fronting Old Kent Road should seek to reinforce the high street typology and to reintroduce a consistency of finer grain development through the design of the facades
- Recommend consideration be given to how new development can help promote improvements to physical condition and economic activity of the surviving historic high street section
- In SA2 the commitment to integrating heritage assets into new development and the proposal to introduce a linear park to reflect the former canal route is welcomed.
- The height and location of tier one and two buildings around Burgess Park has some cause for concern in order to avoid a wall of development create canyon like streets
- In SA3, the vision for reinstating an active high street frontage which better reflects the historic high street grain is to be welcomed, as is the intention to utilise designated heritage assets as a focus for local character by incorporating them into new public realms and parkland.
- It would be helpful to clarify the retained buildings in OKR13 Heritage section
- In SA4, it is recommended that the need to consider the impact of taller development on the heritage asset needs to be included in all the Sub Area 4 Site Allocations – references to tall buildings are too vague as to the numbers or locations of tall buildings
- In SA5, Historic England have no specific comments but encourage the Council

Forestry Commission

Written rep received previously | -

- No specific comments but encourages the use of green infrastructure and using locally sourced wood in construction

Sport England	
Written rep received previously	2016, 2017 and 2018
<ul style="list-style-type: none"> • The location and strategic need for a new sports and leisure facility needs to be evidenced • Proposals for new public open space, green links and to make whole of the Old Kent Road a healthy Street are fully supported. • Recommend to reference Sport England's Active Design Guidance and suggest the concept of 'Active Design' be incorporated into policy 	

Thames Water	
Written rep received previously	2016, 2017 and 2018
<ul style="list-style-type: none"> • The reference to the Integrated Water Management Strategy (IWMS) is welcomed. • Thames Water are in the process of creating long term drainage and wastewater management plans (DWMP) with objectives that overlap with those for Old Kent Road, such as being cleaner, greener and safer and supportive green open spaces. • They are also supportive of the inclusion of water efficiency measures, and surface and grey water reuse within developments and appreciate that Old Kent Road is committed to SuDS, parks, and grey water reuse and support the references to the IWMS in Policy AAP12 and the requirement to follow the SuDS hierarchy which builds on Policy SI13 of the London Plan. • Concerned about development along the Old Kent Road, specifically regarding the cumulative impact on the trunk sewer and that is being investigated through the DWMP • Would like to see SUDS included in the plans for new and redeveloped parks • In order to ensure that development is aligned with any water and wastewater infrastructure upgrades necessary to support the development Thames Water would like some wording added to AAP12: Cleaner Greener Safer advising applicants to seek pre-application advise from them. This can help reduce the need for phasing conditions to be sought on planning approvals to prevent the occupation of development ahead of the delivery of any necessary network reinforcement works. • To assist in network capacity assessments, all applications should include current and proposed drainage plans, including points of connection and estimations of flow rates. 	

TFL Commercial Development	
Written rep received previously	2016 and 2018
<ul style="list-style-type: none"> • The inclusion of the Bricklayers Arms Roundabout as a site allocation is supported • Questions where the 400-600 capacity has come from and suggests that development capacity figure is not included in the site allocation until more detailed assessment has been undertaken. • If it is considered necessary to include a figure at this stage, TFL suggest that a lower range of 400 is used as a minimum rather than including a set range with a 	

limit of 600 homes.

- It is noted that in Figure 12 the Bricklayers Arms site has not been included as a site which may be suitable for Tier 1 to Tier 3 building heights.
- TfL CD consider that Bricklayers Arms should be identified as a suitable location for Tier 2 heights on the parts of the site not affected by the strategic views as it is considered that the Bricklayers Arms is a key junction within the AAP area.

TfL Spatial Planning

Written rep received previously

-

- TfL Spatial Planning acknowledge the strong support and vision articulated in the AAP in support of the Bakerloo Line Extension.
- Given the position on funding for the BLE, more work needs to be done to support other transport improvements until the Bakerloo line arrives e.g. accelerating ambitions of Healthy Street project and improved bus services.
- There is a need to focus on improving pedestrian, cyclist, bus connectivity in the area, improving other rail-based transport and public realm environment.
- The AAP states that the BLE will be operational by 2031, which is no longer likely, given current funding constraints – more emphasis could be placed on the importance of improving pedestrian, cycle and bus connectivity in the area, improving other rail-based transport in the interim and to support the BLE once operational.
- Healthy Streets strategy and the Healthy Streets scheme for the Old Kent Road should be referenced
- It is suggested that the milestones for the BLE and the associated development phasing are given without specific dates in the AAP – TFL welcome further discussion as to how best communicate this
- It is recommended that the safeguarding directions for the BLE are set out within the policy maps in the AAP and referred to in policy AAP2.
- TFL welcome the new section on the COVID-19 response and the emphasis it places on pedestrian amenity and public space
- The importance of high-quality public space and provision for active travel in the AAP area could be more clearly underlined in the COVID-19 response
- In the Funding section, the cost of the BLE should be reviewed considering funding constraints and TFL would be happy to discuss further.
- TFL comment that the role of different stakeholders including, but not only, Southwark and Lewisham Council, landowners and developers in the planning and delivery of the BLE could be better communicated and more information on the safeguarding directions could be provided
- The Greener Belt Diagram (Figure 3) should show the alignment proposed TFL.
- In the plan objectives under the Movement section, TFL concur with the aim to create an exemplary Healthy Street, but are concerned that the wording proposed sets up the unrealistic expectation that there can be physically separated bus and cycle lanes through the whole length of OKR.
- The commitment ‘to joint working with TfL, GLA and Lewisham Council to secure the BLE and delivery of at least two new stations on OKR’ is welcomed but suggest that the words ‘help deliver’ in place of ‘secure’ would be better.
- TFL recommend specific wording relating to the safeguarding directions for the

BLE to be inserted into AAP2.

- The policy wording of AAP2 should explicitly relate development phasing in the AAP area to the letting of the BLE construction contract in accordance with the phasing agreements that were agreed between the Council, the Mayor and the GLA and TfL in 2018
- TfL suggest the addition of the wording 'improved bus services provided' when talking about the upgrade of physical infrastructure, in order to avoid overlooking the importance of increased bus capacity in the first phase of development.
- TfL suggest several minor amendments to the wording of the accompanying text in regard to the proposed route, correcting the dates and being clear that the Grampian condition would prevent development from proceeding until the construction contract for the BLE has been let.
- TfL welcome measures to achieve this including: car free development, safe and accessible walking and cycling routes, and walkable neighbourhoods – reducing the use of motor vehicles should be a priority.
- To reduce the share of commercial vehicle movements, last mile deliveries or collection on foot or by cargo cycle needs to be encouraged.
- TfL state that the Agent of Change principle should be applied when there is co-location of different uses and noise, air quality or vibration sensitive uses are introduced to industrial and related areas, including development sites that are close to transport infrastructure and services, or transport support functions.
- The requirement for development to create a pedestrian friendly and healthy environment on the high street and the relationship it sets up between ground floor land use, active frontages and high street public realm is welcomed.
- In AAP6 under the 'Development must' section, it is suggested that the reference to retaining or increasing the amount of retail uses may need clarifying in context of the changes to the Use Classes Order.
- Within policy AAP6, there may be an opportunity to require additional public cycle parking to support the proposed high street and the two district centres.
- TfL welcome the requirement for car free development in AAP7
- TfL suggest that the proposed exception for 'essential parking and deliveries for businesses to operate' should be clarified to ensure it is justified on a site-by-site basis and won't be used to provide general parking
- The intention to manage a reduction in parking on estate redevelopment is welcomed
- A stronger emphasis in AAP7 on the importance of providing capacity and infrastructure improvements, particularly in the early years leading up to the full opening of the BLE - development decisions will need to provide funding for new and enhanced bus services and help to create the conditions for an increased number of buses to operate effectively by providing improvements to supporting infrastructure and measures to improve journey times.
- TfL point to the need for additional bus capacity/connectivity between OKR and Canada Water using Rotherhithe New Road, for example a new bus route, is likely to be a key requirement to support both Opportunity Areas.
- The intention to maximise footway widths is welcomed and it is suggested that the Healthy Streets Approach in AAP11 is cross referenced here.
- The requirements for off street servicing where possible and electric charging points (where parking is provided) is supported and it is suggested that all disabled parking spaces should have active charging facilities from the outset
- TfL welcome the consolidation servicing which should apply to deliveries and

construction and suggest that consideration should be given to seeking rapid-charging facilities for operational vehicles where appropriate.

- TFL suggest that the list of financial contributions should be prioritised with the first call on funds for necessary bus capacity improvements followed by active travel improvements as part of the Healthy Streets scheme
- TFL do not consider a blanket requirement for a free three-year membership of a car club appropriate as it is likely to act as an incentive to greater car use over sustainable travel
- The aspiration to maintain 50 per cent less driving than before lockdown and to create a modal shift is welcomed and it is suggested to explain and provide justification for measures that will help to achieve this.
- TFL welcomes the requirements for Transport Assessments to include an Active Travel Zone Assessment – it is suggested the word ‘Survey’ is changed to ‘Assessment’ - and for the submission of Construction Environmental Management Plans (or Construction Logistics Plans) and Delivery and Servicing Plans.
- It is suggested that where parking is re-provided as part of estate regeneration, and in the event of parking being permitted elsewhere, a Parking Design and Management Plan should be submitted showing how parking will be allocated, monitored, and reduced over time.
- New Bermondsey Station should be referred to as Surrey Canal Station - this applies to several references throughout the document
- TFL suggest that clarity is needed in the targets section on whether the 4km refers to the total of separate bus and cycle lanes or whether it includes bus lanes which allow cycling.
- The proposed extension of the Controlled Parking Zone is welcomed but TFL have some concerns about the detail shown on Figure 11 including:
 - The location for proposed new cycle hire stations and improved pedestrian crossing facilities needs to be agreed with TFL
 - The map does not show how the movement for pedestrians and cyclists is intended to evolve over time including the phasing of works
 - The status of green links is unclear, and it is unclear why they are focused only in the central section
 - The proposed cycle network is confusing and appears only partial – it is suggested that to focus less on identified routes and more on the network of streets where people can safely and comfortably cycle, emphasising where change is needed
 - It is also unclear if the crossings are intended for cycle as well as pedestrian use
 - It is suggested a separate cycle network strategy drawing would be helpful
 - Liveable Neighbourhoods boundaries are difficult to see and there is no indication of what this means for the movement network
 - There are inconsistencies between Figure 11 and the sub-area drawings e.g. the East Street to Hendre Road crossing is highlighted as a key link on the drawing on page 111, which we support, but it does not appear on the Movement drawing as a crossing or junction that needs improvement
 - While the green link and crossing at the Olmar Street to Marlborough Road intersection is referenced in the sub-area section, the next green link crossing OKR to the east, before the St James’s Road junction, is not. It is not clear from the block form shown in the sub-area plan how this could be a green link.
 - An improved crossing should be shown in the vicinity of Hyndman Street

- There is a cycling link missing at Dunton Road between Lynton Road and Mandela Way, as well as Marcia Road and OKR to create direct connectivity
- Regarding AAP11, TFL welcome and actively support Southwark Council's aspirations to turn OKR into a Healthy Street by 2036, including prioritising people walking and cycling and improving crossings.
- It is suggested that cross referencing AAP11 in other policies would be helpful as the Healthy Streets Approach underpins many of the measures proposed under other policies, e.g. Movement and Design.
- TFL recommend that Specific guidance on how development can facilitate delivery of the OKR Healthy Streets project should also be included and suggest a three-pronged approach:
 - developer contributions (in kind and/or financial) We would suggest that as all developers will benefit from the HS scheme consideration should be given to how to secure contributions from those with sites not fronting the OKR;
 - safeguarding of land for local widening to create space for active travel or public transport, where required;
 - control of on-street servicing for developments fronting OKR or its junctions by requiring off-street/side street servicing and/or shared delivery consolidation areas.
- In AAP12, the requirement for development to be designed in line with Agent of Change principle is welcomed and it is suggested that it would be useful to cross reference this in other sections on Business and Workspace and Design
- TFL suggest that it would be useful for all sites and masterplan pages in the sub-areas section to reiterate the requirement of policy AAP7 that seven-metre wide footways/public realm should be achieved.
- In the sub-areas and site allocations, it would be preferable to TFL for the more flexible use of wording regarding road network changes as these are subject to design, modelling and approval by TFL which may evolve through the duration of the project.
- On OKR3 the dial-a-ride depot must be retained in line with the requirements of policy T3 of the London Plan unless a suitable alternative site with at least current capacity and allowing for expansion can be provided within the area.
- TFL would welcome a discussion with the Council to identify potential sites within the area for a bus garage with at least replacement capacity of the one previously located at OKR3 in order to support the expansion of bus services.
- TFL welcomes the proposal to use part of OKR3 for the relocation of Tesco in order to accommodate the BLE station at OKR4.
- The requirement for OKR4 to accommodate the new BLE station and associated works is supported but suggest that the dates in the phasing section should be removed and three additional bullet points are added to the 'Redevelopment must' section
- It is suggested at OKR1 that the AAP needs to reflect the fact that the Bricklayers Arms roundabout and flyover are part of the TfL Road network and can only be altered subject to funding and a full assessment of the impacts of any changes, particularly on buses and active travel.
- TFL are pleased that the reference to a potential BLE station at OKR1 has been removed
- Regarding the Servicing and road network for sub-area 1, TFL are recognise the benefits of the strategy but suggest it would be preferable convey more flexibility

about the exact form of these two junctions, particularly as this is likely to change through the various phases of development.

- The proposed geographical extension of Controlled Parking Zones and the expansion of their hours of operation are both welcomed.
- On OKR10 site allocation TFL suggest three additional bullet points under 'Redevelopment must:' should read: 'provide a suitable building set-back on Old Kent Road frontage to facilitate the Healthy Streets scheme, if required', 'facilitate bus service improvements' and 'facilitate the Rotherhithe to Peckham strategic cycle route'.
- It is considered that due to their size, OKR10, OKR13 and OKR16 may be suitable for bus standing and/or bus stops to support bus service improvements
- OKR10 could also potentially play an important role in delivering improvements to the recently announced Rotherhithe-Peckham strategic cycle route, for example by allowing a substantially car-free cycle link between Rotherhithe New Road/OKR junction and Frensham Street/Latona Road.
- On site allocations OKR11, OKR13, OKR14, OKR15, OKR16, OKR17 and OKR18, TFL suggest additional policy wording under 'Redevelopment must' to include reference to building set back to facilitate the Healthy Streets scheme
- The proposal for a triangular public open space on OKR north of the Olmar Street junction on the current McDonald's site is supported as it creates an appropriate break in the building line and facilitates green links. It is suggested that the significance of the space is outlined in the text
- It is suggested that the enhanced crossings shown in Figure 11 be included on the servicing and network plans for each relevant sub area
- As OKR17 is planned to be a location for a BLE station, and this site and the SG Smith land are required as a work site, it is recommended that future safeguarding requirements should be given more prominence now that these have been confirmed.
- Regarding the Servicing and road network for sub area 4, it is considered that there may need to be more flexibility in relation to the proposed realigned Asylum Road, two-way working on Devonshire Grove and stopping-up of Devon Street.
- TFL note that there is an error on the overground station key to the map as it should refer to a London Overground station called Surrey Canal on Surrey Canal Road rather than BLE station.
- On the Park and Recreation section for sub area 4, TFL note that the Old Kent Road station is shown in a different location here compared to elsewhere
- TFL suggest that given that various options for the form and location of station public realm will be considered, this document might more usefully refer to high quality public space around the new station, supporting accessible, comfortable interchange without specifying a particular form and location of this space at this stage.
- Improvement to servicing and plans to minimise the impact of queuing vehicles are welcomed
- Maximising the use of cargo cycles and consolidation of loads to reduce vehicle traffic is also supported

Mayor of London

Written rep received previously	2018
<ul style="list-style-type: none"> • The Mayor strongly supports the high-level ambitions set out in the draft Plan's vision, namely, to build 20,000 new homes, to support and grow the area's economy by taking advantage of its proximity to and links with central London, to address inequality and to deliver the new social infrastructure the area's new and existing communities will require. • The Mayor also acknowledges the strong support and vision articulated in the AAP in support of the Bakerloo Line Extension. However, given the position on funding for the BLE more work will need to be done to support other transport improvements until the Bakerloo Line arrives. • The Mayor is keen to accelerate ambitions of the Healthy Streets project and improved bus services to provide improvements to the Old Kent Road in the short-medium term ahead of the BLE arrival and enable delivery of homes not dependent upon the capacity and access provided by the BLE. • It is noted that the plan states that BLE will be operational by 2031, which is no longer likely given funding constraints. • The Mayor suggests that the plan should place greater emphasis on the short-term upgrades that can be made, both to improve the environment and to stress the importance of these options as a means of serving the pre-BLE build out in the area. • It is also requested that a review of dates and milestones in the AAP around the delivery and operation of the BLE is undertaken with TFL. • The ambition of the plan to deliver the quantum of growth set out (20,000 homes and 10,000 jobs) is supported and should be supported by a strategy and evidence that is realistic and achievable. • The overarching ambitions and vision set out are strongly supported • The high street focus is clear and re-enforced in the sub area plans making a comprehensive and compelling case to see a reinvigorated high street along the length of the Old Kent Road but it is suggested that further reference be added to the potential restructuring of the high street as a result of factors such as online retail - more effort may need to be made to ensure the high street remains an important place not only for commerce, but also for community and cultural uses. • The GLA are keen to support the Council on the successful allocation of the Future High Street Fund for the Old Kent Road, welcoming further discussion and collaboration as the project develops. • The London Plan 2021 makes it clear that the AAP should focus on how industrial land can be intensified and provide space for businesses that need to relocate from any Strategic Industrial Land (SIL) and from any identified for release. • Existing workspaces for creative industries should be protected and supported and the proposed town centres should be designated close to the potential new tube stations. • To be consistent with the London Plan 2021 the plan should recognise the need to provide essential services to the Central Activities Zone (CAZ) and sustainable 'last mile' distribution/logistics, 'just-in-time' servicing (such as food service activities, printing, administrative and support services, office supplies, repair and maintenance), waste management and recycling, and land to support transport functions. • The ambition of the AAP for the area to be net zero-carbon is welcome and the Mayor recognises the positive contribution this approach will make in achieving his 	

priority that London becomes a zero-carbon city

- The Mayor welcomes the reflections on the impact of COVID-19 on communities in the Old Kent Road Area and acknowledges how the AAP identifies how this impact has disproportionately impacted Black, Asian and Minority Ethnic groups.
- It is acknowledged and strongly supported that the Council has taken account of the learning from COVID-19 and will look at ways to maximise pedestrian space and support measures to make it easier to walk, cycle and use public space whilst removing traffic.
- It is suggested that the AAP could make a stronger link to the importance of access to outdoor public space as highlighted during the pandemic and look to ways to maximise use and activity as lockdown is eased.
- The Mayor welcomes the intention of the draft AAP to support the delivery of much needed genuinely and high-quality affordable housing over the course of its life.
- It is suggested that policy AAP 4 could reflect the Mayor's strategic target that 50% of all new housing should be affordable as set out in Policy H4 of the London Plan 2021.
- The Mayor notes that the AAP intends to rely on the NSP policy for affordable housing which requires a 40% threshold for developers to follow the Fast Track Route and that the AAP does not refer to the 50% threshold level of 50% on publicly owned land and on industrial land where there would be a net loss of industrial capacity.
- It is recommended that Southwark should only consider threshold levels that differ from those set out in the London Plan 2021 where they are supported by local and up-to-date evidence.
- It is recognised that the NSP is undergoing examination and the affordable housing thresholds have been subject to discussion so the Mayor will review his position on this matter when the OKR APP is formally submitted in the light of the Inspector's report on the NSP and any proposed modifications put forward by Southwark.
- The ambition to achieve no net loss of industrial and related floorspace capacity in AAP5 is supported by the Mayor and the proposed approach is consistent with the Mayor's Good Growth objective GG2 Making the best use of land which is welcomed.
- The reconfiguration of designated industrial land within the OKR area appears to be consistent with the agreement made between the Deputy Mayor and the Leader of Southwark Council in September 2018 and this is noted and supported.
- The draft Plan clearly sets out industrial development typologies and suitable locations. The great level of detail regarding proposed built forms and many other aspects of the plan are noted and welcome.
- As currently drafted the Plan does not establish that it can support the quantum of industrial development - 70,000sqm - within the South Bermondsey area and nor is there published evidence which provides a realistic indication about how much industrial space could be provided through intensification.
- The Mayor considers that although AAP5 generally supports and promotes industrial intensification, and 28ha of SPIL is identified in the sub areas and site allocations, the policy does not set out how much industrial capacity could be delivered over the Plan period.
- It is recommended that the AAP should explore in more detail, with a view to providing sufficient confidence about delivery, what types of capacity could be provided in different sites, taking into account plot sizes, yard and servicing space

and access.

- In order to fully comply with the London Plan 2021 the borough should provide additional evidence to demonstrate that the intensification envisaged is deliverable over the life of the plan and answer a set of questions relating to viability, market demand, existing planning applications and infrastructure improvements.
- It is recommended that a monitoring framework is set up to ensure that where industrial capacity is released for other uses, its replacement is carefully accounted for and monitored.
- The Plan should endeavour to develop increased industrial capacity through intensification first, prior to the release of industrial capacity from other parts of the Plan area.
- The proposals in AAP5 for 10% of workspace to be affordable is welcomed by the Mayor, however, it is suggested that the Plan should follow the approach set out in Policy E3 of the London Plan 2021 which clearly sets out that planning obligations may be used to secure affordable workspace for a specific social, cultural, or economic development purpose.
- The Mayor considers that part 7 of policy AAP5 is more closely aligned with Policy E2 of the London Plan and suggests that AAP5 be amended accordingly so that it takes both Policies E2 and E3 into account.
- In the Town Centres section, the Mayor suggests that Old Kent Road/East Street and Old Kent Road/Peckham Park Road are referenced in the Plan as having the capacity, demand and viability to accommodate new office development, generally as part of mixed-use developments including residential use as both areas have been identified as future potential District town centres.
- The strategy to create two new District town centres is strongly supported, as well as the the delivery of new uses in leisure, entertainment, recreation and play for local people of all ages to get out and have fun in the day and night-time which chimes with the 24-hour city vision set out by the Mayor.
- The town centre boundaries are welcomed by the Mayor.
- The intention for new office development to be focused in town centres as set out in AAP5 is welcomed as it follows the approach set out in Policy E1 of the London Plan 2021.
- The Mayor suggests that the supporting text should set out how much office development is projected within the area over the course of the Plan period, and this should be supported by evidence.
- The Mayor is pleased to see the AAP has adopted the approach advocated in his High Streets for All report which uses Old Kent Road as a case study and explores the uses of ground floor strategies and encourages Southwark to continue to engage with the GLA on the High Streets for All report and more recently the High Streets mission work.
- It is acknowledged that a great deal of high street interventions are already underway or delivered and these should be cited in the AAP.
- The potential for new conservation areas to be designated in key parts of the high street is also welcomed to help preserve historic high street and buildings of interest.
- The Mayor supports the council's ambition to transform the Old Kent Road into an exemplary Healthy Street by 2036 and should consider further discussion with the GLA/TFL on how the delivery of the scheme can be accelerated
- The GLA and TFL advise that the proposal to have segregated bus and cycle lane along the entire length of Old Kent Road as set out in AAP7 will not be possible

especially at the northern section of the Old Kent Road where existing high street buildings constrain achieving the 24m wide section required.

- The Mayor supports the ambition to maintain 50% less traffic than before lockdown.
- The Mayor suggests referencing the work the borough is undertaking as part of Southwark Stands Together to help promote local character and diversity in the public realm.
- It should also be recognised that the Old Kent Road will continue to fulfil a crucial function for London as a freight corridor.
- The Mayor suggests that although Figure 12 illustrates the protected views, that these be illustrated much more clearly so that the precise limit of each can be determined.
- The mapping and locations for Tier 1-3 buildings is welcomed but it is considered that these could be displayed more clearly.
- To be consistent with Policy D9 Part B2 and paragraph 3.9.2 of the London Plan 2021 for Tier One tall buildings, maximum heights should be set out clearly for specific locations and these too should be indicated clearly on maps.
- The added focus on supporting communities through the 'connected communities' section of the AAP is welcomed and it is considered that specific reference to BAME communities as being integral part of the local area should be made
- The Mayor commends the efforts being made to support virtual and permanent youth facilities in the plan and reference to providing inclusive access to social and physical infrastructure is also supported.
- The Mayor is pleased to see progress being made on an open space strategy for the area.
- The ambitions stated under AAP11 to: Increase the amount of public open space from 15 hectares to at least 25 hectares, rising to 30 hectares by 2045 is supported.
- The borough is encouraged to produce a robust, overarching open space strategy carried out in line with London Plan policy 7.18 and policy G4.
- The Mayor is pleased with the progress the Growth Partnership has made in setting up the design review workshops across Old Kent Road, New Cross and Lewisham.
- The overarching ambitions stated within AAP 9: Heritage and Character are supported, and specific references made to conserving key area of historic high street through new conservation status is particularly welcomed.
- It is suggested that the Heritage and character section may benefit from referencing the work the borough is undertaking as part of Southwark Stands Together to help promote local character and diversity in the public realm
- The Mayor provides more detailed comments relating to specific excerpts of text as an Annex

London Gypsies and Travellers

Written rep received previously | -

- There is great concern over the Old Kent Road Area Action Plan proposals related to the Bakerloo Line extension and the site allocations in the vicinity of Ilderton Road, Burnhill Close and Brideale Close, the three local authority run Gypsy and

<p>Traveller sites in the area.</p> <ul style="list-style-type: none"> • There are concerns over how the Plan does not make any attempt to identify possible locations for new culturally suitable accommodation for Gypsies and Travellers (as identified in the council's Gypsy and Traveller Accommodation Needs Assessment 2020). • In previous consultations, it has been suggested that OKR 16 and OKR17 could provide a mix of residential use and a small number of family pitches. • It is also suggested that the sites should be considered for meeting any current and future accommodation needs in the form of additional pitch provision. • They request a detailed appraisal of site allocations in the AAP assessed against the potential to deliver Gypsy and Traveller accommodation alongside other uses. • A detailed impact assessment that focuses on the sites adjacent to Ilderton Road, Burnhill Close, Brideale Close and Bakerloo Line Extension is also requested.
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National Grid (Avison Young)	
Written rep received previously	-
<ul style="list-style-type: none"> • No specific comments but states OK10, OK13 and OK16 are near electrical assets. • National Grid is happy to provide advice and guidance to the Council concerning their networks. 	

2) DEVELOPERS/ LAND OWNERS

Safestore	
Represented by	Savills
Interest	Leaseholder of Safestore, 737 Old Kent Road – OKR18
Written rep received previously	2016 and 2018
<ul style="list-style-type: none"> • Supportive of exploring redevelopment opportunities provided Safestore can retain or re-provide its operation within redevelopment • AAP1 The masterplan is overly prescriptive and not flexible enough to respond to changes in market conditions (suggest word change) • Supports annual review of BLE Phasing and do not wish to be prejudiced in the chronological ordering of applications coming forward • AAP3: Climate Emergency is overly prescriptive and has the potential to impact upon the viability and subsequent deliverability of planning applications within the OKR • Savills and Safestore are supportive of the target set within AAP4: Quality Affordable Homes of achieving 20,000 new homes but opposed to the requirement for 35% to be affordable due to viability • The intention of the co-location approach in AAP5 are supported but Safestore object to the requirement to retain or increase the amount of employment floorspace and the requirement for 10% affordable workspace as they believe it is impractical when considered in relation to Use Class B8 storage and distribution operations. 	

- Savills and Safestore support the clarity that designations for areas appropriate for tall building development bring but consider that as currently drafted, AAP 8 is unduly prescriptive and will form a barrier to the optimisation of some sites.
- The designation of the Safestore site as Tier 3 (up to 15 storeys) is questioned when in previous versions it was placed at 25 storeys and the sites abutting Safestore are designated as Tier 1.
- It is stated that when read in conjunction with the Site Allocation OKR18 it appears to contradict Figure 12 - the third bullet point outlines that tier one and two buildings could in fact be considered acceptable within OKR18.
- Safestore invite LB Southwark to continue engagement with the landowner to discuss what quantum of development is achievable on the site.
- Savills are pleased to see the recognition LB Southwark has to the potential development opportunities of the wider area and consider that the potential of OKR18 to deliver this significant contribution should not be curtailed by any restrictive policy on heights on site
- Safestore express concern over the extension of Caroline Gardens Conservation Area into OKR18 shown in Figure S.A 4.1 as they claim that there was no consultation regarding a proposed amendment to the conservation area boundary.
- Concern is also expressed on Figure S.A 4.3 which designates the land uses on site as being 'small industrial' as it is fundamental that any proposed development would include B8 Storage and Distribution land use so that Safestore can seek to retain their presence on Old Kent Road.
- It is suggested that the AAP be revised to indicate that 'medium-large storage and distribution' is appropriate on OKR18.
- Safestore suggest that a variety of uses in addition to those currently listed on page 182 should be encouraged to create an active frontage on OKR, as Safestore relies on visible entrances on Old Kent Road for their business strategy.

Apex Capital Partners

Represented by	WSP
Interest	Owner of 310-330 St James's Road – OKR11
Written rep received previously	-

- Supportive of inclusion of their site within the draft site allocation OKR11 for the delivery of 1,200 new homes
- Supportive of the masterplan but consider that it must be recognised that individual sites will be coming forward for development as part of a phased approach to the delivery of the masterplan, and as such, the delivery of new homes and employment uses on sites which are deliverable now, should be supported
- Subject to viability, Apex Capital Partners are supportive of the target to provide a minimum of 35% affordable homes on new sites in the Old Kent Road area
- Opposes the 60% of homes to provide 2 or more bedrooms and a minimum of 20% family homes with 3 or more bedrooms in the Action Area Core
- AAP5: The provision of affordable workspace is supported but Apex Capital would like less prescriptive policy and the provision to be more demand driven and believe there should be no restrictions on the types of businesses who can occupy space, provided they are uses falling within Class E.

- It is considered that the requirement to provide affordable workspace at discount market rent for at least 30 years is overly onerous and requires flexibility due to the changing nature of the market.
- It is suggested that the draft policy requirement to retain or increase the amount of employment floorspace (GIA) on site (Use Class E (g)) or sui generis employment generating uses) should also be made more flexible to allow for alternative types of employment uses within the different sub-areas in response to market demand.
- AAP7: the delivery of car-free development in the Old Kent Road OA is supported, with the exception of disabled parking and essential parking and deliveries for businesses to operate
- AAP8: Tall buildings should be a guide but not overly prescriptive and would like Figure 12 updated with proposed massing for 310-330 St James's Road
- Apex Capital consider that an evidence base is required to assess location where tall buildings would be acceptable but do not consider the Tall Buildings Background Paper (June 2020) to provide that evidence base. It sets out the Council's current thinking on their tall buildings Stations and Crossings Strategy, but it itself not an evidence base for the strategy which is referred to in the draft policy.
- It is suggested that criteria 1 of AAP9 should be clarified that when it states that development must "protect and improve the Old Kent Road's historic fabric by requiring the retention and reuse of buildings and features that add character to Old Kent Road" that this only refers to buildings which can be said to have genuine local heritage value in accordance with the definition set out in national policy.
- Although Apex Capital agree with the policy aim of AAP10, they consider that the policy approach should be in accordance with the guidance on heritage asset set out in the NPPF and reference to buildings of townscape merit should be removed as this is not in accordance with national policy.
- Apex Capital consider that it is important to ensure the provision of fewer high quality play spaces which allows residents of all ages to mix, to avoid the creation of under-used amenity spaces on sites in higher density urban area.
- The designation of the buildings at 328 and 330 St James's Road being listed as buildings and features of townscape merit is not supported as there has been no heritage assessment.
- Apex Capital agree with the proposed phasing for the former Lobo factory site on St James's Road which it says is expected to come forward for development in the mid-2020s (BLE Phase 1), however, it is suggested that this be updated to refer to the buildings at 310-330 St James's Road, which is the assembled site coming forward for development following the submission of a planning application in spring 2021.
- Figure SA2.3 should be updated to reflect proposal coming forward for 310-330 St James's Road as the arrangement as it is currently shown is not accurate and could not feasibly be built.
- Apex Capital claim that no VU.CITY modelling has been included to illustrate planning applications height, massing and impact on townscape.
- It is considered that there is clear potential for a tall building of over 30 metres at the rear of the site at 310-330 St James's Road, based on existing and emerging context of the site allocation.
- It is suggested that the proposals for 310-330 St James's Road be included within the submission version of the OKR AAP.
- Apex Capital would like 310-330 St James's Road included as a standalone site

with a capacity of 200 homes.

Tribe Student Housing	
Represented by	HGH Consulting
Interest	Own the freehold of KFC, 671,679 Old Kent Road – OKR13
Written rep received previously	-
<ul style="list-style-type: none"> • Tribe supports the Council's proposed approach in principle but wishes to emphasise that OKR13 covers a large and diverse area and therefore the site requirements need to be applied flexibly to reflect different circumstances • It is considered that although it is appropriate for a range of land uses to be sought for redevelopment proposals across OKR13, the Typologies Plan is overly prescriptive • There is a need for flexibility and other appropriate town centre uses, for example student accommodation, should be able to come forward especially since the Council has recently resolved to grant planning permission for a student-led redevelopment of the site. • It is considered that unless requirement for site allocations are made more flexible, there is a risk of inhibiting the potential for student housing schemes to come forward. • Tribe would like to see specific reference to 'student accommodation' made within the site allocation OKR13. • Tribe questions the demotion of 671-679 Old Kent Road from Tier 3 in previous versions of the AAP to being excluded from the Tier system completely with no justification or evidence. • Tribe is concerned that AAP8 stipulates such prescriptive height threshold without sufficient evidence and therefore considers the policy to be unsound as this does not comply with planning legislation that applications should be determined on a site by site basis and on their own merits. • It is also considered by Tribe that the policy as it is currently worded could result in unduly restraining development, contrary to the newly adopted London Plan, which says at paragraph 3.9.2 of the supporting text to Policy D9 ('Tall buildings') that boroughs should undertake a "sieving exercise" to determine and identify locations where tall buildings may be appropriate. • It is suggested that Policy AAP8 and the corresponding "building height guidance" relating to OKR13 (on page 168 of the AAP) should be amended to recognise instances where there may be opportunities for taller buildings which could deliver public benefits, including enhancements to townscape. 	

Trustees of the Tate Gallery	
Represented by	The Planning Lab
Interest	Owner of the Tate Stores, 7-14 Mandela Way – OKR3
Written rep received previously	2021

- The location of the proposed park does not align with the location in the adopted Southwark Plan 2022.
- There is no evidence as to why the park has changed from a linear arrangement (potentially taking up less of Tate's land) in earlier drafts, nor is there any consideration of alternative locations for open space in this part of the OKRAAP.
- Tate may not vacate or redevelop the current site. At least two of the other landowners earmarked for parkland also do not intend to develop in the medium, and potentially long term. The park may never be achievable.
- If Tate is to remain on the site, it would require the full extent of its plot to create a single-story facility. A stacked facility which makes way for the park would not be viable for Tate's use.
- Tate has specific security requirements which are not conducive to co-location with public openspace.
- Tate cannot take on responsibility for the ongoing maintenance and management of the park and has strong reservations about how the proposed cross-party management. .
- If a park is to be allocated on the site, Tate would expect LBS to apply flexibility to other spatial and policy requirements for the site, in particular around height and density of development and additional public or private open space. Tate also expects reassurance that no additional buffer would be required between the park and any built form on the site, which would further impact the land value and viability of the site.

To address the issues identified above, Tate requests the following:

- The proposed park should be moved off Tate's land to align with the adopted Southwark Plan.
- The park should be labelled as indicative to provide flexibility in terms of its broad location and configuration to maximise the chances of it being delivered.
- Clarity should be provided on how the park parcels are intended to be managed across various parties once they have gone through the planning system and the subsequent terms of public access.
- If the park is not relocated as requested, then the design options for the Tate site in the next iteration of the OKRAAP should compensate for this by demonstrating flexibility in terms of heights and density of development achievable and confirm a reduction in any additional open space policy requirements. A broad range of proposed uses for the site should also be confirmed.

City of London Corporation	
Represented by	Stantec
Interest	Owner of the Avondale Square Estate
Written rep received previously	-
<ul style="list-style-type: none"> • AAP1 should be amended to clarify that the masterplan approach applies to allocated sites only or to allocated site and major non-allocated sites of 100 units or more. More clarification on the requirements for a collaborative approach including working with other developers' risks extending the programme for bringing forward smaller and more deliverable sites. 	

- AAP2: Supports plans for the BLE and two new stations along OKR but concerns about the number of schemes, which can be approved and started within the next 5 years to 2026 as it is a disincentive to developers if schemes cannot be delivered before this time. The AAP needs to clearly outline the proposed annual review of planning permissions and the implementation of schemes. The process and timescales for when Phase 2 schemes may be moved to the Phase 1 (2021-2026) delivery period to provide more certainty to developers and the local community.
- AAP3: further clarification needed on how existing housing estates are expected to be connected to the DHN and timescales.
- AAP8 should be amended to make clear that tall buildings on non-allocated sites may be acceptable subject to a review of site-specific constraints and surrounding context e.g. 19 storey towers at Avondale Square Estate.
- AAP11: Table 3 present a significant challenge for smaller sites or infill developments on existing estates - it should be clarified whether the Table 3 standards will be sought for allocated sites or if it will apply to all new developments in the OA. Some flexibility on these minimum requirements on a site-by-site basis should also be incorporated within the policy wording.

Hadley Property Group

Represented by	Savills
Interest	Future developer of OKR12
Written rep received previously	-
<ul style="list-style-type: none"> • Overall, the preparation of an Area Action Plan by LB Southwark in seeking and guiding the regeneration of the wider Old Kent Road opportunity area is supported • It is considered that the housing number is too low and believe the housing figures have been heavily constrained by the emphasis on retaining buildings on the site and incorporating them into the development. • Based on capacity studies prepared with MacCreanor Lavington and the Density Matrix (no longer included in the London Plan), it is considered that the site could deliver around 161 units. • HPG suggest that the capacity of 103 homes is removed and is replaced to read 161 homes; and this figure should be stated as an absolute minimum and no upper limit should be outlined. • HPG supports the principle of providing employment opportunities at the site but do not support the number of jobs set out in the site allocation as they do not consider that these will be provided in the existing buildings. • It is suggested that the job numbers be removed and replaced with employment floorspace quantum instead. • HPG feel that the site vision for OKR12 needs to be less rigid and more high level and feel that the image included with the site allocation should be removed as it is prescriptive and could be used to 'benchmark' future design options. • HPG agree that the site "must" provide commercial/employment floorspace and provide public open space. • It is strongly felt that retaining the Forge would significantly restrict the site's capability to create an uplift in new jobs and consider that there is no robust assessment in the draft AAP which sets out the significance and condition of 	

stables, the forge, or the boundary wall, to justify the Council's safeguarding in policy.

- Site requirements are too inflexible and the reuse of the forge is too niche and unlikely to be deliverable or viable.
- It is considered that new housing is a significant public benefit and an enabling use; it should be a prerequisite for the site coming forward.
- It is proposed that the wording of the allocation is revised to set out that all or some of the buildings or wall could be retained subject to the findings of a Heritage Assessment and development viability assessment, which will be assessed during pre-application stage with officers and against the Development Plan policies.
- The allocation of the site in BLE Phase 1 is supported by HPG.
- HPG agree with the location of the taller building element and stepping down approach of the site but believe that an 11 storey building would be suitable at the site's western corner, stepping down to part 4 part 6 eastwards along Catlin Street and suggest an update the heights to reflect this.
- HPG fully supports the proposal for the open space at the centre of the site to become publicly accessible and that there is the possibility for food growing space to the rear of the stables.
- HPG support the creation of a new pedestrian and cycle link to Quietway 1 adjacent to the old railway bridge.

Berkeley Homes

Represented by	Stantec
Interest	Developer for Malt Street Regeneration Site and Nye's Wharf – OKR10
Written rep received previously	2016, 2017 and 2018
<ul style="list-style-type: none"> • Broadly supportive of the draft policies contained within the latest draft version of the OKR AAP • OKR AAP's images (Figure 12 – pages 62 & 63, Figure 16 – pages 86 & 87, Figure 17 – pages 88 & 89 and 'Building Heights Guidance' accompanying image on page 142) are inconsistent with the approved plans/extant permissions for Malt Street & Nye's Wharf. 	

John Lyon's Charity

Represented by	Tetra Tech Planning
Interest	Landowners of the Parliamentary Press premises, Mandela Way – OKR3
Written rep received previously	2016 and 2018
<ul style="list-style-type: none"> • The Charity supports the Council's strategy on collaborative working to ensure neighbouring sites work together to maximise the development potential of each site to deliver outstanding design quality, optimise density and create inclusive and successful places that are socially integrated with existing communities. 	

- It is considered that the use of the wording ‘development must’ in AAP1 is overly prescriptive and does not for any flexibility in design and approach and it is the suggested that the wording be changed to “The Council will expect planning applications to...”
- The Council's response to the Climate Emergency is and its aspirations to achieve carbon neutrality by 2030 is supported.
- The Charity considers that the Council needs to reflect the position of the new London Plan (2021) and acknowledge that developments “should connect to existing heat networks wherever feasible” (London Plan 2021, Paragraph 9.3.4).
- It is noted that Figure 7 does not reflect the proposed London Heat Map as found on the GLA's website. It is not considered appropriate that “minor development schemes” should have the same expectations as major development schemes.
- The Council's objective of providing a range of unit sizes under AAP4 Quality Affordable Homes is supported but it is considered that flexibility will be required on a site-by-site basis.
- It is considered that AAP4 should reflect the importance of both one-and two-bedroom units in locations such as the Area Action Core.
- The Charity supports the Council's strategy to strengthen the business community, promote an innovative mix of uses and to create mixed use and sustainable neighbourhoods where business and housing co-exist, however the policy should recognise the difficulties often associated with “industrial uses” co-existing alongside residential uses.
- The Charity questions the effectiveness of the target of “no net loss of industrial floorspace capacity across the opportunity area” as the principle was heavily criticised at the London Plan examination and it is requested that the policy is amended to reflect the London Plan 2021 in this respect.
- It is felt that the requirement for “all workspace units are equipped with mechanical and electrical fit-out, heating and cooling provision and kitchen and WC facilities” is overly prescriptive for the planning application stage and should be dealt with using planning conditions.
- The Charity feels that the requirement for AAP7 for evidence of marketing materials for the development that demonstrate it is to be promoted as car free and sustainable is overly prescriptive for the planning application stage and should be dealt with via planning condition.
- It is suggested more detail be provided for the percentage of electric charging points required and on the financial requirements required for the Delivery and Servicing Bond, the delivery of a new Cycle Hire Docking Station and bus service improvements
- The reduction in heights in each tier of the Tall buildings strategy is questioned
- It is felt that the provision of children's play space, particularly “wet play, sand play, space to grow plants and food and sufficient seating”; and “indoor/outdoor space for older children” is overly prescriptive and will not be feasible or appropriate on every development site.
- We note the requirement of “10sqm of private amenity space for 2 or less bedrooms where possible”. This could be considered excessive on constrained sites and where public open space is also required. It is also contrary to the London Plan requirements of 5sqm per 1 bedroom unit and 1sqm for each additional occupant. We therefore request that the London Plan (2021) requirements are applied instead.
- In relation to OKR3, the Charity recognises and respects the Council's ambitions

for the area, however, there remains serious concerns in relation to the co-location of industrial and residential uses, with amenity spaces and servicing requirements competing for space within these masterplan areas.

Penarth Centre	
Represented by	Montagu Evans
Interest	Long leaseholder of Units 29, 30, 31 and 14/15 of the Penarth Centre, Penarth Street – OKR16
Written rep received previously	
<ul style="list-style-type: none"> • Supportive of the general OKRAAP approach but has issues on policy wording • The Reference to arts and cultural uses within the Penarth Centre is welcomed but it is not considered that the plan adequately reflects the importance of the Penarth Centre as a cultural and creative cluster. • It is not considered that the site allocation properly reflects the special flexible circumstances reflected in the Emerging Policy Framework for arts and cultural uses generally. • It is suggested that the AAP specifically identifies arts and cultural uses as: <ul style="list-style-type: none"> – Artist studios; – Performance space (specifically referenced and supported in previous drafts of the OKRAAP); – Outdoor public event space; – Art gallery; – Rehearsal and event space for hire; – Library space; – Co working space; and – Exhibition space • The reference to 'sensitive' uses in OKR16 site allocation is not appropriate and should be removed as the Penarth Centre is in use class E which comprises uses that can only be carried out without detriment to residential amenity and various uses that would be permissible under Class E may be deemed sensitive. • It is felt that site allocation OKR 16 should specifically identify the potential for increasing / intensifying employment generating floor space within the Penarth Centre by increasing floorspace. • The identification of Ormside Street and Hatcham Road on the route shown in 'connecting communities' within the sub area 4 is welcomed • It is suggested that the Penarth Centre is highlighted on the map / image shown on page 189 and the Penarth Centre be identified as a destination for artistic and cultural uses in the 'walkthrough' on page 190. • The Penarth Centre welcomes that Policy AAP 5 supports 'creative makerspaces' and identifies SPIL land as a priority for such land use. • It is considered that AAP 5 could be better phrased to refer to arts and cultural uses in a manner that is consistent with NSP67 and OKR16 and so suggest that the wording be amended to refer to 'creative maker spaces and arts and cultural uses...' • It is suggested that the objective in AAP5 which refers to increasing the number and range of jobs in the creative sector, should also make explicit reference to the 	

arts and culture sector for consistency.

- It is noted that Paragraph 4 of page 46 refers to SPIL 'that will be kept solely in industrial use' which is not consistent with NSP67 and the site allocation OKR16 so should be rephrased to reflect the flexibility and approach at the Penarth Centre.
- As the Penarth Centre is not in industrial use, it is suggested that the reference to 'industrial use' in the supporting text on page 46 should therefore be removed, as it is not consistent with the approach set out in P28, NSP67 and OKR16.

Barkwest Ltd

Represented by	Shaw Corporation
Interest	Developer of 747-759 Old Kent Road, 765-775 Old Kent Road, and land at Devonshire Grove – OKR18
Written rep received previously	2016, 2017 and 2018

- It is suggested that the OKR18 site vision text on page 180 relating to retaining existing tree be amended to read "where possible existing trees on Old Kent Road will be retained and enhanced with additional tree planting".
- It is suggested that the site vision on page 180 relating to new pocket parks be updated as the Devonshire Square scheme will provide a significant new public square at the end of Devon Street on Devonshire Grove, rather than a pocket park.
- In respect of Devonshire Square site requirements, Barkwest would like to clarify that the scheme will provide up to 4,480 sqm total floorspace for a range of employment, retail, leisure, and community uses, including flexible workspace and 'maker space' designed to accommodate light industrial uses. 1,015 sqm GEA of this will be dedicated 'light industrial' and a further 1,000 sqm GEA of flexible commercial floorspace will be fitted out to a light industrial specification (i.e., capable of providing but not restricted to light industrial use).
- The Sub area 4 Typologies plan is incorrect as Building A is shown as 'small office' when it should be a mix of residential and café/retail space. The rear of Building B and Building D is shown as small industrial when it is flexible commercial floorspace.
- It is requested that the Sub area 4 Servicing and Road Network Plan removes reference to Devonshire Grove as a "New Public Highway" as it not new but rather enhanced and consolidated.
- The ground floor axonometric plan of the High Street Strategy is misleading in respect of Devonshire Square where residential entrances should be shown on Sylvan Grove.

William Say & Co Ltd and P Wilkinson Containers Ltd.

Represented by	Daniel Watney
Interest	Freehold owners of 20 Verney Road – OKR13
Written rep received previously	2016 and 2018

- It is felt that there is a disconnect between the schemes consented across the area

and the development envisaged and planned for within the Plan and are concerned about the piecemeal approach to development in the AAP.

- Policy AAP1, concerning the overall masterplan for the area, is insufficiently detailed in its delivery and phasing requirements, and its treatment of the area in the meantime while development comes forward.
- It is suggested that to protect the operation of successful existing businesses there should be a requirement at application stage to produce a delivery and phasing statement which sets out how impacts on the operation of existing businesses/sites will be mitigated until such a time as they come forward for development.
- It is felt that the Agent of Change principle should also be specifically applied to the operational requirements of existing businesses.
- It is suggested that more consideration be given to the impact that development will have on the area as it functions now and throughout the delivery of the masterplan and how the delay of the BLE will compound phasing issues, with new development coming long before there is the necessary infrastructure.
- It is considered that the Plan does not provide an appropriate business relocation strategy and it is suggested that phasing and business relocation be given its own chapter in the AAP developed in consultation with existing businesses who intend to remain operational and based on a comprehensive understanding of their operational requirements including any potential to relocate. If this is not possible, the successful continuing operation of businesses must be safeguarded.
- It is also stated that there has been a lack of engagement with local businesses and William Say & Co Ltd and P Wilkinson Containers Ltd are not aware of any engagement concerning the Old Kent Road Business Network.
- It should be recognised in the Plan that demonstrating that a proposal will not impact existing employment land is essential to ensure that the future operation of employment/industrial land in the area is preserved.
- The proposal for a new road in sub area 3 and how impacts on existing businesses will be managed, is not explored in the Plan. The complications involved in delivering such infrastructure are multitude and include existing leasing arrangements, legal ownership issues, easements and rights of way.
- While it has been recognised that contingency is necessary, the Plan does not follow through with further commentary regarding the phasing of the BLE itself and the impact that delay would have on the area which raises concern over the impact on the continued operation of existing businesses.
- It is also considered that the current draft of the OKRAAP is not underpinned by viability evidence nor have the viability considerations raised in our previous representation been addressed. Although difficult to quantify, the risks identified in the preceding sections are exacerbated still further by the economic impacts caused by the COVID-19 pandemic and the ongoing uncertainty resulting from a nascent Brexit.
- William Say & Co Ltd and P Wilkinson Containers Ltd raised concerns previously over the prescriptive nature of the masterplan and its tendency to seek limits on development without sufficient justification and feel that this has not been remedied in this version of the AAP
- It is suggested that there needs to be more flexibility in terms of re-provision, relocation, scale and policy requirements; concerns over the lack of the BLE; typologies not matching existing local businesses; policy requirements of the OKRAAP is not being seen as a cost to development and there is a lack of local

business network.

Landowner of Former Southern Railway Stables	
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Represented by	Boyer Planning
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Interest	Landowner of Former Southern Railway Stables – OKR12
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Written rep received previously	2016
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| <ul style="list-style-type: none"> • There are significant concerns about the Council's "Site Vision" for the site allocation OKR 12 and this letter provides our consultation response to the draft OKR AAP document (December 2020) concerning site allocation OKR 12. • It is noted that to be compliant with the requirements for new developments to provide 5sqm of public open space per dwelling, OKR12 would need to deliver 515sqm of open space which seems improbable for how the site is currently masterplanned. • Object to the Council's proposed plans that reduce the size and quality of open space, which conflicts with NSP P56 • The Council is urged to ensure the existing green space in OKR12 is protected. • Object to original Article 4 direction on OKR12. They state that English Heritage's 2010 report recommends that the buildings are not listed due to its late date, architectural interest, alteration and context. • The wording in the AAP is objected to on the basis that it does not take into account the views of English Heritage. | |
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The Arch Company	
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Represented by	Turley
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Interest	Landholdings with the Bermondsey Dive Under site – SA5
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Written rep received previously	-
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| <ul style="list-style-type: none"> • The Arch Company support the general principles of the AAP and the core thrust and focus to optimise and intensify employment operations within the South Bermondsey Sub-Area. • The main concern is Bermondsey Dive Under, within Sub Area 5 (South Bermondsey). • There is concern that due to the multiple land ownerships, the AAP will undermine the ability to bring forward industrial and employment uses – there is an issue on viability and servicing. • It is considered key that there is a positively worded policy framework in place within the AAP to allow for the future redevelopment and reoccupation of the railway arches owned by the Arch Company to come forward on standalone basis if a comprehensive redevelopment scheme is not feasible at the point of time. • The Arch Company are fully supportive in principle of the overarching 'Site Vision' for the sub area and the AAP's intention to increase industrial capacity. • It is considered that their land holdings within Sub Area 5 can make a significant | |
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contribution to this vision through the planned future development of new commercial floorspace on land currently used for open storage.

- To provide sufficient flexibility should a comprehensive redevelopment not be achievable, particularly in the shorter term, it is commented that whilst the AAP should be aspirational in respect of the vision for a comprehensive redevelopment of this part of the SPIL and optimising industrial capacity, it should not undermine existing sub-plots coming forward in the short-medium term in a more traditional industrial typology as per the Arch Company's current intention.
- We agree with and would emphasise the importance of the vision in respect of the railway's arches and "bringing vacant arches into use".
- The Arch Company is supportive of the proposed uses and would emphasise that this list should not be seen as a definitive and/or prescriptive list of occupiers to ensure that the AAP is both flexible and responsive to ever changing market conditions over the plan period.
- It is proposed that the AAP should be amended in respect of the railway arches, particularly the run of arches fronting onto both Corbett's Lane and Silwood Street and permitted land use(s), for 'softer' Class E uses to be considered here.
- The Arch Company have concerns at the implications of the proposed servicing and road network as proposed within the AAP.
- Whilst Jarrow Road has two-way access rights, sufficient for access to and servicing of the arches it is viewed that the road is insufficient in width to allow for the intensification of use of this access/road to also be used as the only primary access route for HGVs for the servicing of the wider land parcels (i.e. an intensified use), whilst allowing for the planned reoccupation of the railway arches.
- It is suggested that Bolina Road must be retained as a further primary access for the land parcels in conjunction with the Jarrow Road access for the arches.
- The Arch Company request that the servicing strategy for Sites 1 and 2 for Sub Area 5 of the AAP be amended to allow for access and egress onto Bolina Road.
- Intensification of the use of Jarrow Road, to service the land parcels, is considered to be unsafe.

Royal London

Represented by

CBRE

Interest

Six Bridges Industrial Estate and Land to the East adjoining St James's Road – OKR11

Written rep received previously

2016 and 2018

- AAP2: The proposed restriction of the Six Bridges site is not supported as they believe it is a missed opportunity to bring regeneration benefits due to the scale and position of the site.
- AAP4: 40% fast track route is above the London Plans 30%. As co-location is a new concept, it comes with increased challenges flexibility is needed.
- APP5: Flexibility needed. To remove existing businesses as business relocation are provided through landlord and tenant systems and is subject to commercial negotiation. The requirement of sprinklers to be removed as it is not always that a tenant chooses to install this. There are also viability concerns of at least 10% affordable workspaces together with the 40% fast track affordable housing requirement and no net loss of industrial policy.

- AAP8: Justification needed of the change of the reduction of building height. In relation to the location of Tier 2 and 3 buildings, they suggest the policy worded to support their location at key open spaces and not just on Surrey Canal Park and Mandela Way Park.
- AA11: Disagree with the repurposing Marlborough Grove into a new park space as this is needed to access the existing Six Bridges Estate.
- Sub Area 2 Cantium Retail Park and Marlborough Grove: as noted above, shared space to be provided only on the northern section; flexibility of range of employment uses and building heights reconsidered.

Tesco

Represented by	Lichfields
Interest	Occupier of Tesco Superstore, 107 Dunton Road – OKR4
Written rep received previously	2016, 2017 and 2018

- Tesco welcomes and supports the principle of the Old Kent Road Area Action Plan.
- It is suggested that the Council should consider planning for regeneration of the OKR and its planned town centres on two basis: one without the BLE at all, and the other assuming an extended delay prior to its delivery.
- Tesco supports the proposed masterplan approach but think it is inappropriate to require planning applications to be in conformity with the masterplan. For greater flexibility the wording should be changed for planning applications to demonstrate how proposals respond to the masterplan principles.
- Masterplan consideration should be given in particular for the proposed 'Town Centres' in order to guide how growth will be supported by new town centre uses, supporting facilities, and sustainable transport connections.
- Tesco appreciates the rationale for Policy AAP2 but does not accept that the proposed siting of the station is in the optimum location nor that that the tunnelling and secondary worksite proposed as part of the BLE construction requires the whole of the Tesco Property.
- Tesco considers that there are better alternatives to TfL's proposals for the outright acquisition of the Property and the loss of the trading store whilst not affecting delivery of the BLE.
- It is suggested that the AAP should revisit the Phase 2 development trigger so as to allow for more development to come forward, so land can still be optimised to its full potential, in a scenario where (at best) the BLE is further delayed (in absence of secured funding).
- Tesco objects to the aspect of the Vision for the OKR3 site which indicates that the existing FW Conway industrial site on Mandela Way could accommodate the relocation of the Tesco supermarket
- Tesco supports the OKR4 masterplan and vision which seeks to replace the existing retail floorspace at the Tesco site, including provision of a new supermarket along with the underground station entrance, such 'replacement' being one the OKR4 site allocation requirements.
- Tesco particularly supports that the requirements for redevelopment of OKR4 recognise that the station, tunnelling and worksite requirements for a BLE

underground station at OKR4 will need to be incorporated into the site design and phasing.

- Tesco is firmly of the view that a redevelopment of the Tesco store for provision of the first OKR underground station and tunnelling worksite, should only come forward if it is to be properly phased, so as to accommodate: in a first phase, Tesco's aspirations for new replacement retail and residential development and, in a second phase, the OKR1 station on land reserved within the Property for that purpose.
- Tesco object to the proposal in the final line page 102 of the AAP which suggests that to ensure continuity of trading the Tesco supermarket could be relocated to Mandela way, for the following reasons:
 - Relocation is not required given it is feasible to provide a new fully accessible BLE station at OKR4 with the existing retail store being replaced by a new one through phased re-provision on site, in a manner which would allow Tesco to continue to trade at all times, consistent with AAP5.
 - The alternative site at Mandela way, which is currently occupied by FM Conway, is not a comparable or appropriate location for the store's temporary or permanent relocation. The site does not have direct access from the OKR, nor any high street presence which is crucial to achieving required footfalls and the continued success of the store as well as the new town centre.
 - To be consistent with the ambition and successful transformation of this part of the high street into a vital and viable new OKR town centre, consistent with AAP6.
- It is requested that the last sentence on OKR4 allocation on Phasing be revised to read: "To ensure continuity of trading, the Tesco supermarket could be retained through phased temporary and then permanent re-provision on the existing Tesco site.
- Tesco supports the approach for OKR4 to be an appropriate location for taller buildings.
- Tesco supports the ambition within AAP6 to create a mixed-use high street along the OKR, which will build on the character of existing successful shops and services, including the establishment of two new major town centres, one including the Tesco Property.
- Tesco supports the reference in AAP6 (3) to the need for a "variety of shops and facilities including local independent shops meeting daily needs, as well as large stores such as supermarkets...on the high street".
- Tesco appreciates the recognition of the importance the OKR Tesco store plays in providing affordable groceries for the wider area.
- Tesco welcomes that the Council intends to work with supermarkets to ensure these will be rebuilt long the high street, alongside smaller shops and new homes.

Greenspruce GP Limited

Represented by	Gerald Eve
Interest	Long Leaseholder of 107 Dunton Road – OKR4
Written rep received previously	2018

- Greenspruce continue their support for the overall objectives of the draft OKR AAP and commitment to deliver the BLE to help create two new town centres within the

Old Kent Road district which promote a sense of community and provide a variety of shops, such as large supermarkets, and the ambitions to deliver 20,000 new homes and 10,000 new jobs in the area.

- The recognition that the Dunton Road and Southernwood Retail Park site (OKR 4) is also suitable for significantly taller buildings outside of the protected viewing corridors, reflecting its key location in the Stations and Crossings strategy is also welcomed.
- Greenspruce continue to object to:
 - the process undertaken by TfL when identifying their ‘preferred locations / favoured worksite’ for the Old Kent Road stations and BLE and the lack of consideration that has appeared to have been given to finding alternative and potentially more suitable construction sites.
 - Deficiencies in the 2017 TfL consultation process which considered two options for the Old Kent Road Station 1 from which it was not apparent that selection of the Tesco site option would lead to the closure of store, as is apparent from the consultation responses.
 - The lack of consideration that has been given to the social and economic impact that would be caused to the local community by the loss of Tesco from the Site during the construction phase of the BLE and the forced permanent closure of the store thereafter.
 - The lack of consideration that has been given to alternative means of delivering and constructing the BLE and potential for undertaking a phased approach which would allow for Tesco to be retained on Site during the construction process.
 - The suggested relocation of the Tesco store to the Mandela Way / FM Conway site (OKR 3).
- Greenspruce have concerns about the safeguarding of the Site (with directions issued by TfL on 1 March 2021) as a secondary construction worksite for the new BLE, especially considering the TFL announcement on 30 September 2020 that funding was not sought from Central Government and therefore the BLE project is being halted.
- It is suggested that a contingency plan should be put in place to ensure that the London Borough of Southwark policy position fully supports the intensification and strategic growth of the area with or without the delivery of the BLE.
- The emphasis on the Old Kent Road continuing to be hub for employment generation across a range of uses and target to double the number of jobs from 10,000 to 20,000 by 2036 and increase the range of jobs in the industrial, office, distribution, creative, retail, leisure, education and entertainment sectors is strongly supported.
- The closure of the Tesco site during the construction process would have a significant impact on the local community’s choice of food sores, would result in the loss of 200 jobs and would have an impact on other local businesses for whom Tesco acts as an anchor
- It is suggested that to ensure Tesco is not permanently lost from the site, that alternative options for constructing the BLE be considered by TfL, either by finding an alternative site for the station, using an alternative site for the secondary worksite or by allowing a phased strategy that would see Tesco remaining on Site during construction.

London Square Developments Ltd	
Represented by	DP9
Interest	Owner of Rich Industrial Estate
Written rep received previously	-
<ul style="list-style-type: none"> • The vision for the Old Kent Road Opportunity Area is welcomed. • The objectives to deliver 20,000 new homes, including 7,000 affordable homes, along with the delivery of 10,000 new jobs is fully supported • The objectives to make Old Kent Road cleaner, greener and safer, and ensuring that all residents can access the benefits of regeneration programmes, while acknowledging the identity and heritage of Old Kent Road and its context is supported. • It is considered that there is no evidence for the required heights along Crimscott Street to be prescribed at eight storeys as it is considered that this would not be the best optimisation of the site, particularly in terms of the delivery of housing and therefore it is requested that the heights reconsidered. 	

Safestore	
Represented by	Own response
Interest	Leaseholder of Safestore, 737 Old Kent Road – OKR18
Written rep received previously	2016, 2017 and 2018
<ul style="list-style-type: none"> • It is considered that there could have been more engagement with businesses at an earlier stage and more frequently. • It is the view of Safestore that the level of prescription set out in AAP5 combined with the nature of the policies will serve to deter investment and re-development in the area. • It is considered that such stringent requirements will not provide sufficient flexibility to existing businesses seeking to redevelop or indeed investor/developers and will lead to a poorer overall mix of products for the local population. • Safestore questions how the Council intend to monitor the annual audit of gender pay gap and the London Living Wage neighbourhood, how much it will cost to monitor, who pays for monitoring and what authority the Council has to do so. • Safestore do not agree that the requirement to provide 10% of new workspace as affordable as it is not necessarily achievable for all workspace uses and would require Safestore to adapt its business model. • It is proposed that point 1 under 'development must' of AAP5 be deleted as it is too prescriptive and will not allow for the overall jobs target to be met. • Safestore question what is defined as industrial workspace as there is concern that other land uses defined in reference to the Use Classes Order will deter true industrial uses and therefore the target of no net loss of industrial floorspace. • It is also requested that the policy wording under point 4 of AAP5 is reworded to be less prescriptive as Safestore has a tested specification for building design and by designing a building to conform with the specification as required by AAP5 point 4 it would be at odds to provide both the specification of the intended occupiers and also to provide element outside our specification such as affordable workspace. 	

- The requirement in AAP5 for all planning applications to ensure all workspace units are equipped with mechanical and electrical fit out, heating and cooling provision and kitchen and WC facilities is considered highly prescriptive and would result in higher occupational costs and making low cost employment space less likely to come forward.
- Safestore are of the view that the relocation requirement of AAP5 (point 6) is in direct contradiction of existing Landlord and Tenant Law and places significant burden on redevelopment plans for landowners.
- Safestore is of the view that it will not be possible to provide affordable workspace within a new self-storage facility without adversely affecting the viability of development.
- It should not be appropriate for all forms of employment development to be required to make an affordable workspace contribution, either on site or offsite.
- Safestore is concerned about the change in designation of the site from Tier 2 to Tier 3 for Tall buildings and believe it could negatively affect the development potential of Safestore's site.

Industrial Property Investment Fund (IPIF)

Represented by	Savills
Interest	Owners of Bermondsey Trading Estate – SA5
Written rep received previously	-
<ul style="list-style-type: none"> • The identification of Bermondsey Trading Estate for increased industrial capacity is strongly supported in principle, but there are concerns with the masterplan and associated detail. • It is felt that the masterplan has the potential to prevent rather than support development and intensification and a far more flexible approach should be adopted in the next version of the OKR AAP. • The identified quantum of additional industrial floorspace is welcomed. • There are serious concerns over the requirement for the two sites Bermondsey Trading Estate and Bermondsey Dive Under, to be developed in conformity with the masterplan as this risks preventing development altogether as the masterplan for these sites is not realistic or feasible in many ways. • It is suggested that the wording for requirements for planning applications be softened to be in <i>general</i> conformity with masterplan <i>principles</i>. • It is considered that Target 4 of Policy AAP5 should be amended to 'up to 80,000sqm' to accommodate the quantum identified through the wider masterplan. • There is concern over the identified building typologies for Bermondsey Trading Estate and Bermondsey Dive Under as it is felt that stringent application of these typologies and the associated specification as set out within the AAP risks preventing development altogether as it does not allow for alternative typologies and specifications which may be better suited to the sites and future occupiers. • The draft OKR AAP currently fails to show how the remainder of Site 2 could be developed if Option 1 is delivered first. It is in effect missing an 'Option 1b' that would follow on from Option 1. It is recommended that the draft OKR AAP be updated to include this situation (which by its own acknowledgment is highly likely). • The OKR AAP should therefore make it clear that the layouts are illustrative only. 	

- The level of detail in relation to the industrial typologies and their specific requirements in sub area 5 is considered unreasonable for such a planning policy document as it has the potential to unnecessarily restrict development and does not give enough flexibility.
- It is respectfully requested that the next draft of the AAP does not include specific typologies to a specific part of the wider site to allow for flexibility in the future.
- The AAP should also recognise there may be other typologies that are better suited to parts of the site which will still achieve industrial intensification across the wider site.
- The list of 'Suitable Uses' on page 206 is welcomed and the range of uses listed will help to futureproof both the existing Trading Estate and any future development but the list should not be applied as an all-encompassing list.
- It is welcomed that the draft OKR AAP advocates a phased approach in principle.
- There are concerns over the phasing of option 2 and it is felt that the relocation of businesses to various sites in different phases will prove problematic and disruptive for the existing businesses.
- It is considered that it should be made clear that the phasing strategy shown on page 208 is illustrative only, with a full phasing strategy to be discussed and agreed with the Council and the relevant stakeholders in the future at the appropriate time.
- It is pointed out that the axonometric for Phase 2 on page 209 does not reflect the Phase 2 phasing diagram on page 208. The building on the southern part of Site 2 is different on both.
- The approach in Option 1 to keep the access separate between the two sites is supported in principle.
- Clarification on the access for Option would be welcomed as it is unclear whether the Jarrow Road and Bolina Road accesses would also be utilised as well as the main access from Rotherhithe New Road.
- It is also considered that the draft OKR AAP should also include a plan to show the access arrangement as described for Option 1 (similar to that presented on page 211 for Option 2).

Proprietor of Units 28-32 Ruby Street	
Represented by	NTA Planning
Interest	28-32 Ruby Street – OKR13
Written rep received previously	-
<ul style="list-style-type: none"> • There is concern that the tall buildings strategy and the already approved tall buildings at Ruby Triangle development, will lead to a townscape that is disjointed to the smaller heights of the site. • It is considered that there is no justification for why heights have been reduced on the western edge of Ruby Street. • It is the view of the proprietors that the sites along Ruby Street should be allocated as being suitable for Tier Three or Tier Two buildings of up to 20 storeys. 	

Avanton and Scotia Gas Network (SGN)	
Represented by	Quod
Interest	Gasworks – OKR13
Written rep received previously	2016, 2017 and 2018
<ul style="list-style-type: none"> • Avanton and SGN welcome the Council's proposed increase in the number of homes that the OKR13 (Sandgate Street and Verney Road) allocation seeks to deliver. • It is considered that the housing numbers in the AAP should be expressed as a minimum housing delivery figure. • Avanton and SGN do not consider that the AAP yet recognises the extreme challenges of bringing forward a gas works site for development and specifically the cumulative constraints that will have an impact on deliverability, site capacity and viability. • It is suggested that further consideration be given to the practical and economic implications of the proposed retention of listed gas holder no.13 within a public park. • The current policy wording of AAP1 is absolute and fails to provide sufficient flexibility as required by national policy and offer any guidance through its supporting text of an alternative where the policy requirements cannot be achieved (for example land use or building heights). • Following TFL's and the Government's revised commitment to funding the Bakerloo Line to ensure sufficient flexibility and delivery of the residual policies of the plan, we suggest that Policy AAP 2 supporting text is revised to include reference to other transport improvements. • To ensure sufficient flexibility and delivery of the plan, we suggest that Policy AAP 2 supporting text is revised as follows "These Grampians would fall away on the signing off the construction contract for the Bakerloo Line extension, or other transport improvements" • Avanton and SGN support draft Policy AAP3 and Southwark's ambition for the Old Kent Road to be net-zero carbon by 2030 but suggest changes to include providing a future connection to the District Heat Network and any amendments to carbon offset overpayment secured through s106 is returned to the developer. • Avanton and SGN support Policy AAP4's ambition to maximise the number and quality of new homes to be built but believe this should represent a minimum, rather than a maximum as may currently be implied in the draft AAP. • It is considered that the policy targets set out in AAP 4 are absolute and there is no flexibility within the wording of the policy to adapt to rapid change. This rapid change has recently been experienced globally by the COVID pandemic, and the loss in values associated with the abeyance of the Bakerloo Line extension • The policy requirements for planning applications are absolute and fail to provide for flexibility as required by national policy and offer any guidance through supporting text of an alternative where these policy requirements cannot be achieved. • Given the expected change in land values anticipated by the delay of the BLE, flexibility needs to be afforded to affordable housing contributions, particularly for sites which also face significant remediation and infrastructure costs, such as the gas works site. It is suggested that the wording be amended to say Development 	

should where appropriate and viable provide a minimum of 35% of all new homes as social rented and intermediate as set out in Table 2.

- It is noted that the affordable housing requirements are more restrictive than London Plan Policy H11.
- It is suggested that the footnote under Table 2 be removed to allow for greater flexibility within the policy requirements.
- Avanton and SGN assert that the housing mix stipulated in AAP4 does not conform with the London Plan or provide the required level of flexibility.
- It is considered the delivery of 40% affordable housing for many sites across the OKR will be extremely challenging, particularly as the Bakerloo Line Extension has been put on hold and therefore achievable values will be impacted, especially sites with significant remediation costs.
- In recognition of the substantial costs of preparing surplus utilities sites for development, Footnote 59 of the London Plan (2021) endorses that gas work sites should be subject to the 35% affordable housing fast-track approach, conditioned upon evidence being provided of extraordinary costs and therefore it is suggested that a new footnote to Table 2 states: "Applicants must meet the minimum requirement unless subject to Footnote 59 of the London Plan (2021)".
- It is suggested that the targeted level at which a scheme may be progressed through the fast-track route should be reduced to 35%.
- Avanton and SGN consider that the policy requirement to deliver affordable housing or equivalent commuted sum should be removed as it is contrary to Paragraph 63 of the NPPF and will place a significant burden on small sites coming forward for development.
- It is suggested that the former gas holder no. 10 should be removed from SPIL designation as it has no industrial function and represents redundant utilities infrastructure. The site sustains no direct employment nor delivers any industrial floorspace capacity. It is also heavily contaminated.
- It is suggested that Figure 8 be updated to remove its inclusion, and this piece of land should be incorporated within allocation OKR13.
- Changes to the wording of policy AAP5 are suggested where reference is made to achieving no net loss of industrial floorspace and retaining 48ha of Strategic Protected Industrial Land so that Gasholder No 10 is excluded.
- Avanton and SGN consider that there is a conflict within the policy AAP5 as the target seeks to provide 10% of new 'workspace' as affordable but the planning applications requires developments providing over 500sqm GIA to provide at least 10% affordable workspace at discount rents secured for at least 30 years.
- In view of the introduction of Class E, Policy AAP5 should define what uses are considered as 'employment'.
- Avanton and SGN consider the requirement for planning applications to set affordable workspace rent at an appropriate level and secured for at least 30 years to be unreasonable as developers could be prejudiced through the application of this policy long term.
- It is suggested that the discount be amended to be a percentage of market rent.
- It is also suggested that flexibility to the wording be added to allow for the workspace to revert to being a market unit for an agreed period of time (i.e. 1-3 years) post-practical completion, if an occupier that meets the above requirements cannot be found during a 6-month marketing period.
- It is considered that the policy requirements are absolute and fail to provide for flexibility as required by national policy, and offer any guidance through supporting

text of an alternative where these policy requirements cannot be achieved.

- Avanton and SGN support the identification of the gas works site as an appropriate location for tall buildings.
- It is asserted that the identified massing in Figure 12 for the Gasworks site is not reflective of the pre-application discussions which identified one Tier 1 building comprising two elements, both of which were above 20 storeys, as necessary to deliver the strategic planning policies of the AAP.
- The position to repurpose gasholder no 13 is supported in principle, however the viability of remediating the site, retaining the listed gas holder no 13 and delivering the new Livesey Park will be a significant constraint on the final development and must be a key factor in the future determination of any planning application for the gas works site.
- Avanton and SGN support draft Policy AAP11 and its ambition to increase the level of greener across the Old Kent Road, however some changes to ensure flexibility and clarification are suggested.
- Figure 15 appears to allocate the core of the listed no.13 gas holder structure as a potential 'Option for a Health Hub'. This is not consistent with the intention of the policy and should revert to the key colour used at Figure 10 to clearly define the proposed health hub locations.
- It is considered that the AAP site allocations should provide an element of flexibility to affordable housing provision as set out previously.
- To the site allocation OKR13, it is requested some additional wording be included under a new sub-heading 'The Gas Works to reflect the significant limitations of bringing forward the gas works site.
- Avanton oppose the typologies set out in Figure SA3.3 as the provision of industrial floorspace on a gas works site is not in conformity with the London Plan or national policy.
- It is also considered that the designation is not in conformity with Policy AAP 5 which seeks to retain or increase the amount of employment floorspace (GIA) on site or sui generis employment generating uses as the gas works site does not contain an employment or employment generating uses.
- From a practical point of view, it is also not considered the most appropriate typology for a ground floor use to a Tier 1 site (gasholder 12) fronting Livesey Park.
- It is requested that the site's primary allocation as an industrial unit is reviewed, and a mixed-use development be promoted on this site.
- Avanton support the broad ambition for gas holder no.12, albeit the delivery of this ambition will need to be considered in line with the overall viability of the policies set out in the AAP, and the need to bring the gas works forward for development at an appropriate height and density to enable the delivery of high-quality placemaking.
- Additional wording is suggested to the Connecting Communities section of OKR13 to acknowledge the significant costs associated with the delivery of the gasworks site and that this may require the flexible application of policies on Planning Obligations and the use of 'In Kind' contributions and/or ringfencing of CIL contributions for the park's delivery.
- Under Building heights guidance, Avanton support the proposed building heights to the north west of the gasholder as a 'Tier One' building but request that the adjacent building be reclassified as also forming part of the Tier One building.
- It is considered that the need for tall buildings on this site is paramount to the

success of any development proposal, which will need to deliver a significant quantum of development in order to fund the substantial remediation costs, delivery of the new public park, provision of affordable housing and other planning obligations.

Avanton

Represented by	Quod
Interest	Gasworks – OKR13
Written rep received previously	

- Same representation submitted as above.

SG Smith Properties on behalf of the landowners of 812 Old Kent Road

Represented by	DWD
Interest	Landowners of 812 Old Kent Road – OKR17
Written rep received previously	2018

- The designation of the site as a worksite is objected
- The safeguarding of the site for logistics and welfare facilities by TFL is not supported in the absence of site-specific justification
- It is considered that consider that the site is ready for development in Phase 1 and that there is sufficient space for logistics and welfare support on the former Toys 'R' Us, which we note is now in the Council's ownership, without the need to acquire 812 Old Kent Road.
- SG Smith Properties feel that the requirement for a Grampian condition should be applied flexibly and, on a site-by-site basis taking into account of the status and timescale of the BLE project and the policy strategy should consider the whole quantum of development in the Old Kent Road if BLE is substantially delayed or cancelled.
- In light of the Housing Delivery Test, it is considered that additional flexibility should be included into the phasing to allow Phase 2 sites to be brought forward in Phase 1
- It is recommended that the supporting text should be amended to include commitment to annual reporting of the delivery of homes from the Phase 1 sites and where there is evidence that the Phase 1 Sites are not delivering sufficient housing to support Southwark's requirement to meet the housing delivery test it is considered that the policy should set out clearly a mechanism for allowing Phase 2 Sites to be delivered.
- The designation of the frontage of the 812 Old Kent Road site as proposed high street is supported.
- The masterplan and proposed uses for the site are supported.
- The designation of the 812 Old Kent Road Site for a Tier Two and Tier Three buildings is supported
- The range of uses and design requirements proposed for the OKR17 Site, which

includes 812 Old Kent Road is supported.

- It is noted that the text at the bottom of page 179 appears to have been cut off so it is unclear whether further description of the proposals for OKR17 was due to be provided.

3) COMMUNITY GROUPS

Pages Conservation Residents Group

Written rep received previously	2018
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- The Pages Walk Conservation Residents Alliance are gravely concerned with how the creation of the Mandela Way Park will 'change traffic management arrangements over the next 10 to 15 years.
- There is concern over the new public highway looks as though it runs straight off Mandela Way and up Pages Walk.
- It is considered that it is totally unacceptable to be reducing and stopping traffic on existing main roads and then redirecting that traffic down a residential street which is also a Conservation Area.
- It is acknowledged that the proposed layout could be a printing mistake as assured by the Council at a consultation event.

Ledbury Resident Project Group

Written rep received previously	-
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- It is felt that the proposal for Livesey Park is interesting and will provide much needed new open space close to Ledbury
- It is suggested that the crossing from Ledbury to the proposed Livesey Park should be simplified and improved to improve access to the park.
- The proposal to recreate Arthur Street on p.162 is not supported as it is felt that this will have significant on what designs are possible for new homes on Ledbury and will have an effect on the security, safety and design of homes and open space when the towers are redeveloped.
- It is felt that the health services will need to be considerably increased to accommodate more people living in the area.
- There are concerns over accessing the Health Hub on Verney Road for those who less able to walk from Ledbury.
- It is felt that phasing of the improvement to the public transport and the early opening up of routes through the proposed Livesey Park will be needed for people on Ledbury to be able to access the health hub on Verney Road.
- The design to replace the Ledbury Towers, the best use of the ground floor onto the Old Kent Road will be discussed to ensure that there are not management problems and vacancies.
- It is considered that there is a need to improve existing public transport before the BLE is built.
- The Ledbury Resident Project Group welcome the Design Guide for the homes on

the Old Kent Road.

In My Community - Research Report
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Written rep received previously	-
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- Group focused on making a positive impact for the African Caribbean community
- Carried out citizen and stakeholder research - two workshops carried out
- Key concerns for locals include lack of employment and affordability, safety, pollution and visual neglect
- African and Caribbean community feel that they have less of an opportunity for their voices to be heard
- The A/C community feel positive about the regeneration and hope for affordable and available housing, affordable cultural activities, employment opportunities to keep them in the area, better transport links, build on smaller and industrial businesses with deep rooted histories in the OKR, and to safeguard mental health support for the youth
- Want to build the OKR's identity around the heritage and culture of the diverse mix of people who live there and want collaboration with all stakeholders (developers, council etc)

XR Southwark Lobbying Group

Written rep received previously	-
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- XR feels that AAP was not designed to address the climate emergency, and any claim to do so is both greenwashing and deeply irresponsible given the gravity of the climate crisis.
- Proposed methods of carbon capture off-setting are not referenced in Climate Change Emergency (AAP3)
- XR considers that the target to achieve a net zero carbon Area Action Plan have no evidence-based targets and no monitoring structure so are rendered completely meaningless in the face of the level of development that the AAP is proposing.
- XR note that Southwark Council do not have Climate Strategy and if one is adopted it will unlikely be binding on all council departments, particularly planning.
- It is considered that the carbon off-set fund is not an effective option to address the climate emergency
- It is suggested that the commitment to the commitment dates for the Bakerloo Line Extension (2036) to be removed.
- XR believes that energy would be best spent investing in cycling infrastructure.
- It is also suggested that a sustainable freight strategy is needed which reduces driven freight deliveries and integrates the deliveries in and around the existing and new development into the local area.
- It is considered that cargo bikes should be integral to the AAP and a key part of the traffic reduction strategy.
- XR feels that a whole corridor freight strategy is needed
- XR feel that pedestrian and public realm improvements need to be far more front loaded with local people and visitors starting to see improvements early on rather than at the end of the regeneration.

- XR suggests that traffic free strategies could be delivered early on through the roll out of Low Traffic Neighbourhoods.
- It is considered that there is no clear strategy to deliver the commitment that “Southwark aspires to maintaining 50% less driving than before lockdown” and how that relates to the OKR AAP.
- It is considered that road pricing is essential to deliver a quantum reduction in vehicle usage and this should be coupled with an area-wide programme of LTNs and increased parking charges that are emissions based.
- The Parks and Healthy Streets policy indicates a commitment which is too slow.
- XR feel that without the BLE there will be a real need for other approaches such as a rapid bus service/tram to be developed earlier in the regeneration.
- It is felt that OKR AAP completely ignores the fact that net-zero carbon emissions could not be achieved taking into account the huge carbon emissions expended in constructing developments such as those described in the OKR AAP and the planning applications which have already been approved.
- It is considered a huge omission that there is no mention of sustainable construction methods or materials given that the construction industry is responsible for approximately 40% of carbon emissions.
- XR suggests that it would be easier, more sustainable and achieve strong community support if the current buildings could be repurposed for the industrial uses they were built for, as industrial space is so desperately needed in the area.
- The District Heating Network and the SEHCLP is welcomed but it is noted that this is not enough to address the climate emergency.
- There are real concerns about the energy use in tall buildings as proposed for the Old Kent Road area action plan area.
- It is considered that the densities achieved by tall towers can be achieved with lower-rise slab or courtyard buildings. It is not always necessary to build tall to achieve high densities and energy use could, in many cases, be greatly reduced by building in different forms on fewer storeys.
- There is concern that households who require 3-4 bedrooms would not opt to live in tall buildings as it is often inappropriate for their needs.
- There is concern about the lower levels of affordable housing being achieved by taller buildings.
- XR Southwark Lobbying group think that the scale and massing of the development proposed in the OKR AAP is incompatible with Cleaner, Greener, Safer policies outlined in AAP12.
- XR do not consider the policy AAP12 effective because it makes demands that cannot realistically be met but provides no detail as to how to go about contributing to net gains in biodiversity and/or enhancing important sites and populations of protected species.
- XR Southwark also has significant concerns about this consultation process, in which there have been virtually no consultation events in order to engage residents and the period of consultation has mostly taken place in a strict third lockdown taking place during the COVID-19 pandemic.

4) INDIVIDUALS

Individual

- No specific comments on the AAP but expresses excitement about the upcoming developments in the area
- As a resident of Southwark, the respondent is keen to learn of any construction jobs available when the upcoming works commence

Individual

- Respondent is disappointed that the proposal to have an underground station at the Bricklayers Arms has apparently been abandoned.
- Concern is raised over the bus capacity of the area as it already stretched, and the additional housing will put further pressure on this mode of public transport.
- The respondent feels that the main problem with the latest plans is the flyover and would like to see it removed completely.
- Concern is raised over OKR1 being a “no man's land” land as it is not part of Elephant and Castle development plans, cut off from Bermondsey and not getting any benefit from the latest OKR plans.

Individual

- Respondent states that there is a wider recognition that there is a limit to the number of blocks needed in this covid, post covid world and questions why so many blocks are being built along Old Kent Road with more being planned.
- Respondent states that Khan says not to build if people can't afford them.
- 1 in 26 homes in Southwark is empty
- Respondent mentions that homes which remain are those well built in brick, refers to concrete towers of Ledbury labelling them “horrible” and references the “outlandish” plans for B&Q and Aldi etc.
- Respondent states that they live in one of the most polluted areas in the borough and identifies the incinerator at Veolia plant as creating sour smells
- Respondent recognises that the Old Kent Road plan has zero carbon heating systems but asserts that the Veolia plan is polluting.

Individual

- Respondent requests that cycling provision be improved on and near OKR as it feels very unsafe to cycle.

Individual

- It is considered not effective for the Council to be completing the consultation on the OKRAAP before the changes to the NSP are known, as comments may not be relevant if elements of the AAP have changed.

- Respondent feels that the AAP has not been positively prepared as the Council has not thought through how to get the best and most useful input from the local community.
- It is felt that few people have had time to consider the AAP as community members have been involved in the Examination in Public for the New Southwark Plan.
- Respondent believes that the OKR AAP is not consistent with a key strategic policy of the New Southwark Plan: Regeneration that meets the needs of all.
- It is felt that as currently drafted, the OKR AAP fails to provide fundamental resources and risks having a negative impact on the health and wellbeing of both existing and future residents and users, in light of the COVID-19 pandemic.
- Respondent does not consider the Plan Objectives to be sound because they are not justified and not effective.
- The Climate Emergency target to achieve net zero carbon Old Kent Road AAP by 2030 is considered meaningless as there is no definition of what a net zero carbon OKRAAP would look like and no targets against which the success of the plan could be measured.
- The Affordable Homes target is not considered justified as it will mean 13,000 homes will be unaffordable for the majority of Southwark residents, at a time when so many Southwark residents are in need of decent housing yet unaffordable new flats stand empty.
- The objective for 50% of new council homes to be let to local residents is considered too low a proportion when so many people are on the waiting list for council properties.
- Respondent considers the Plan has a laudable ambition to create new green space and parks but feels that the spaces proposed will be inadequate too small and are inadequate to meet the recreation and leisure needs of new residents.
- The scale of provision of green space is not justified and will be ineffective in connecting biodiversity across the borough.
- It is felt that the culture and heritage objectives are ineffective as Historic England has said that development already approved or proposed in the OKRAAP area would harm existing conservation areas, making a major visual impact on the historic rooflines of the Georgian and Victorian terraces north and south of the Old Kent Road.
- There is concern that the future residents of the OKR area will be condemned to living conditions characterised by poor air quality, limited access to green space or even quality open space and are likely to be worst affected by heat and extreme weather impacts of the climate emergency.
- In regards to AAP2, the Respondent feels that the OKR AAP is not positively prepared and not justified because it is posited on a transport project that has been indefinitely postponed and does not provide any alternative for this situation.
- Respondent considers the AAP continues the Council's flawed approach to regeneration based on demolition of existing buildings and rebuild.
- It is felt that the OKR AAP is not consistent with the London Plan which promotes the refurbishment of buildings wherever possible.
- Respondent considers that the Plan is not effective because it does not have clear and measurable targets, including baseline measurements, for addressing the climate emergency. It is essential that the plan should define net zero targets and that these must include the full lifecycle of building.
- It is felt that the approach to rely on District Heat Networks as a means to

achieving zero carbon is ineffective as current experience of DHN in Southwark is that these fail frequently, leaving residents with inadequate heating and no alternative than to use high carbon gas or electric heaters.

- Respondent feels that the proposal that 20,000 residential units can be achieved in the Old Kent Road is not compatible with meeting the needs of the industrial economy.
- The proposal to co-locate industrial with residential space is not justified by past experience or recent studies.
- It is considered that the plan is not positively prepared as in order to re-provide the amount of industrial floorspace that is being lost to residential uses, the new floorspace would have to be in basements or first floor accommodation which is unlikely to be suitable for the manufacturing activities that are losing their premises.
- Respondent considers that the Plan is not positively prepared as there is a lack of urgency and ambition for the provision of cycle routes.
- It is felt that the provision of cycle routes included in the AAP is inadequate for the existing population and totally fails to consider the huge proposed growth in population or allow for increased use of cycles for transporting goods.
- Respondent feels that the Plan is not positively prepared because it establishes no specific conditions for buildings up to this height, i.e. they could be built anywhere in the area.
- It is not considered justified to use tall buildings in a Climate Emergency as they trap heat in the city, compounding the 'urban heat island' effect and increasing heat-related health problems, especially for more vulnerable groups in the population.
- There is concern expressed over the impact of tall buildings overshadowing nearby areas and reducing the sunlight available, especially for green space and play areas.
- There is concern over the tall buildings planned for the woodland area by Burgess Park as it could impact on local wildlife and pollinators, reduction in sunlight could change the habitat.
- Respondent considers the Plan is not effective in protecting and enhancing conservation areas. Historic England has said that development already approved or proposed in the OKRAAP area would harm existing conservation areas, making a major visual impact on the historic rooflines of the Georgian and Victorian terraces north and south of the Old Kent Road.
- Respondent considers that the provision of open space as set out in Table 3 is not justified and is inadequate for healthy living.
- Respondent raises concern about the reliance on developers to provide new open space and suggests the plan state that this will be secured through legally enforceable means, and the land will be designated as open land.
- It is felt that the plan does not make sufficient provision for sports facilities.

Individual

- Respondent feels that the AAP does not plan positively for the situation on the ground regarding the Bakerloo Line Extension and the announcement that it has been put on hold.
- Respondent notes inconsistencies in the dates presented for the delivery of the

BLE: AAP7 states “we will... deliver the Bakerloo Line extension and at least two new underground stations by 2036”. On page 36 it says 2031.

- It is felt that there is no recognition in the AAP of the unprecedented financial difficulties TFL is in.
- Jargon is used on page 37 (Grampians) and it is not explained how housing can be delivered so far ahead of the BLE in an acceptable way, or how the risk of developers waiting for BLE and therefore delaying housing delivery is mitigated.
- There is concern that funding for the BLE will be raised at the detriment of residents such as through increased Council tax or higher business rates.
- Respondent feels that the AAP does not consider the main alternatives that are reasonable to consider in light of the TfL commissioner’s announcement.
- It is felt that the AAP also needs to plan for greater reliance on walking and cycling routes in the absence of major mass transit improvements and ensure that housing delivery is not accompanied by growth in private car use.
- It is felt that the AAP should plan positively for the opportunities that come from ‘waiting’ for BLE such as developing ‘meanwhile’ uses, recording and re-using more heritage, assisted moves of existing employment and community uses, bringing forward certain sites without BLE to allow environmental improvements and avoid blight, or supporting temporary creative industries (eg artists’ studios) or limited temporary development.
- It is felt that the failure to consider reasonable alternatives to BLE is not sound.
- Respondent encloses a photograph of litter which has accumulated on the Tesco boundary and suggests that the AAP sets clear guidance for developers and landowners to maintain and incrementally improve safeguarded sites during the 10–15-year interim period before BLE.
- Respondent objects to the misapplication of the ‘fifteen-minute city’ concept referenced in page 36: the published concept is not about using mass transit to travel to “central and west London in less than 15 minutes” - it is about a neighbourhood with all daily needs met within 15 minutes’ walk or cycle.
- Respondent also criticises the level of community facility provision and the new centres and questions where the swimming pools, and town squares are.
- Respondent feels that the OKR is a series of locations like E&C in terms of its scale and complexity, so it cannot be left to the hope of BLE and a well-intended but flawed AAP to deliver the housing required by the London Plan *and* the economic and environmental improvements.

Individual

Responding to the written questionnaire:

- Respondent does not agree that the AAP will address the climate emergency
 - Feels that the council is determined to pursue large scale developments which do not use the existing built resources in the Borough.
 - It is considered that the focus is on traffic reduction which although welcomed ignores all other factors of climate change, particularly emissions from whole scale construction activity
 - It is considered that gas and electric consumption from high-rise buildings are twice as high as in can be achieved with lower-rise slab or courtyard buildings.
 - Respondent feels that Construction has been overlooked in the Climate

Emergency Strategy even though it is 2nd only to transport in terms of carbon emissions.

- Respondent feels that the commitment to the climate emergency has been poorly thought out and appears to be nothing more than a tick box exercise.
- Bakerloo Line Extension
 - Respondent feels that the Bakerloo Line Extension at present is wishful thinking and feels that the reliance on what is clearly not happening for at least 20-30 years, if at all, suggests an inflexibility and lack of innovativeness on the part of the Council.
 - There is concern that the infrastructure will not sustain the increase in population.
- Youth
 - Respondent feels that providing for the young is essential but what is proposed only replaces the many libraries and town halls, schools and hostels that the Council has sold off in the last many years.
- Housing
 - Respondent considers that 13,000 homes will be unaffordable to Southwark and London residents and feels that the building strategy is worsening the housing crisis.
 - Respondent feels that regeneration causes property developers to actively drive up housing costs through direct marketing to overseas investors
 - 1 in 24 homes lie empty in Southwark
 - Respondent feels that the AAP fails to mention the social housing which is being lost in the face of redevelopment.
 - It is considered that the number of homes should not be raised from 14,500 to 34,500 without the BLE.
 - Respondent considers retrofitting existing social housing as the most cost effective and least damaging to both the environment and social cohesion.
- Respondent does not agree with the new tall buildings plan and does not like the emphasis of tall buildings in the plan.
 - Respondent feels they are being planned indiscriminately.
 - It is considered that tall buildings are out of scale and context with existing streets and buildings and will not integrate with the buildings around.
 - The increases in height set a precedent so within a couple of years that local areas character is completely lost and overshadowed by ugly new developments.
 - It is felt that they overshadow and vandalise heritage assets and Conservation Areas which need to be preserved and settings conserved and enhanced.
 - There is concern over the notoriously high wind speeds particularly at their base which subsequently suffer from a volatile microclimate.
 - Groups of towers cast shadow and create dark alleyways where concentrations of stagnant air and pollution can be found.
 - They shut out the sky and the light and darken the existing homes and area at large.
 - Lack of outside space and being able to relate to the scale of the people in the street lead to feelings of separation, isolation, and depression.

- Tall buildings already completed across Southwark are ugly, homogenous, and completely indistinctive.
- The higher you go, the more inefficient the building becomes in terms of the net area measured against carbon emissions from operation, construction, and maintenance.
- Movement
 - Respondent feels that the policy to divert all vehicles on to side roads has just served to displace traffic rather than reduce it creating more traffic on main roads adding to pollution.
 - Respondent feels that the focus on being car free will negatively affect many local people especially the working-class community as well as the less able bodied and elderly.
 - Respondent considers that with such an intensified plan for populating the area one may have to assume that even actually reducing the amount of traffic will finally result in traffic maintaining current levels as the population grows, because of the reliance on deliveries and servicing.
 - Respondent feels that there is a total failure on behalf of the council to understand the nature of traffic and essential journeys in the area purely because of wanting to achieve targets.
 - Businesses suffer when easy access is not permitted to their establishments by car.
- Economy and Town Centres
 - Respondent does not agree with the policy.
 - Respondent feels that the Council is underplaying the tension between industrial uses and residential capacity and it is not workable.
 - It is considered that by allocating B use to the site allocations that the traditional industrial uses will be lost.
 - It is felt that there is a focus on offices rather than protecting existing industries which will lead to the loss of OKR's unique industrial heritage.
 - It is felt that residential and employment uses should be kept separate as no one will want to live on top or next to an industrial unit with the noise, traffic and pollution at all times of day.
 - Respondent feels that there will be a loss of affordable workspace as currently it is all affordable and the requirement for redevelopment is to provide only 10% affordable.
 - Respondent feels that the quiet residential streets and areas will see the introduction of shops, cafes, drinking establishments which cause public nuisance and harm to the wellbeing of the residents.
- High Streets
 - Respondent feels that mixed messages are being given in the plan as almost all site allocations have a provision for retail uses, meaning that high street activity will be dispersed within the large developments of the plan.
- Design and Heritage
 - Respondent feels that the OKR and the site allocations pay lip service to protection of high-quality design and preservation of heritage but lists several examples of heritage assets which have been destroyed.

- Parks and Open Spaces
 - Respondent feels that there is no accounting for mature trees which are being felled.
 - It is considered that the provision of green space would have to be more than doubled for Southwark to remain the 5th worst borough for access to open space.
 - Concern over the infill of green space and play areas on council estates
 - There is concern over the impact of Mandela Way Park on the existing road layout and accessibility.
 - It is felt that Tier 1 building at the edges of Mandela Way Park are not appropriate.

- Consented Development
 - Respondent feels that the ongoing and completed developments demonstrate quite clearly that the present planning system and Rules and the indeed the Council have failed the present residents.

- Any other comments
 - Respondent does not understand why OKR2 and OKR3 have been designated as town centre and Opportunity area
 - Respondent feels that the plans for development is not how the community want to live and see the area developed
 - Respondent considers that planning applications in the pipeline should be assessed in the context of the emerging AAP and not on the basis of what has already been granted permission on Crimscott Street and Willow Walk.
 - Respondent considers the height plans for Crimscott Street/ Pages Walk / Mandela Way out of scale with the existing streets and buildings, and asserts that development bears no relation to the existing character of Pages Walk and Willow Walk: openness, low rise, historic urban form, interesting townscape, quality of neighbourhood.
 - It is considered that 6 storeys is too tall for a little street and the maximum height allowed on Pages Walk should be 3 storeys.
 - Respondent feels that the guidance on conservation areas must be more strictly observed.
 - Respondent considers the buildings fronting onto Crimscott Street should be no more than 3 storeys and the 6-8 storeys set out in the plan is inappropriate.
 - Respondent feels that there should be a height restriction on the entire site allocation OKR2 of 3 storeys, rising to 4 storeys.
 - Respondent considers a patchy approach and heights have been set on the basis of the site and the very maximum possible rather than what is suitable and sympathetic to the area and- a uniform approach to planning.
 - Respondent feels that the site allocation and the plans for Mandela Way are unrealistic and unachievable because they are not supported by a deliverable infrastructure plan due to the delay in the BLE delivery.
 - Respondent does not consider that OKR3 can deliver 1955-2200 and that these are not needed for Southwark Council to meet its housing targets as set out in the March 2021 Southwark Housing Land Supply Report.
 - Respondent suggests that OKR3 be retained as Locally Significant Local Land

with use class B8 for storage and distribution rather than more general use B class.

- Respondent feels that office space is not needed and there is a need for usable class B8 industrial space.
- There is concern that the Mandela Way site boundary will have a large impact on Pages Walk and the threat to the conservation areas is immediate.
- Respondent considers that a height restriction should be place on OKR3, restricted to 2 storeys behind the Conservation area rising to 3 moving further east.
- There is concern that the Conservation would be engulfed and the views into and out of the area are maintained nor enhanced by the buildings.
- It is considered that the green space on OKR3 should be open and not built up around to be truly accessible to all.
- It is considered that Mandela Way Park is inadequate provision of green space for the number of homes and additionally businesses that are planned on these two sites.
- Respondent is supportive of Mandela Way Park but would like to see the layout from the 2017 AAP used as it showed the park without cutting Mandela Way short.
- Respondent feels that the site allocation for homes must be reduced to viable levels which would accommodate lower building heights and still meet housing targets.
- Respondent feels that the houses directly behind Pages Walk Conservation Area terraced houses should be 2 stories mirroring the Pages Walk Houses.
- It is felt that having tall buildings dodging the various view trajectories (site lies within the Background Assessment View of London View Management Framework and the Borough Views) cannot be a basis for well planned development and cannot be deemed sound in reference to the NPPF particularly part 12 on achieving well-designed places.
- Respondent requests assurances that existing trees along Mandela Way and the 30 year oaks behind the Pages Walk terraced houses will be preserved as the trees reduce carbon emissions and support a range of biodiversity.



Appendix D:

Summary of key issues raised in consultation responses to the survey questions from community groups

Old Kent Road Area Action Plan: Consultation Report

October 2024

Friends of Galleywall Nature Reserve	
Written rep received	-
<ul style="list-style-type: none"> • Supportive of redevelopment • Wants to see more links between small open spaces and pocket parks • Would like to see mention of Galleywall Nature Reserve 	

Theatres Trust	
Written rep received	2018
<ul style="list-style-type: none"> • Supportive of the approach to district town centres and the borough's support for cultural and leisure activities • Suggest that part 4 of AAP6 might also reference performance space in addition to cinema or museum 	

Southwark Travellers' Action Group (STAG)	
Written rep received	2018
<ul style="list-style-type: none"> • Do not support the Bakerloo Line Extension • Want to see Gypsy and Traveller sites included in the housing provision and for the plan to recognise the specific needs of G&T accommodation • Support the commitment for the established high street to remain • Object to the tall buildings strategy as there is concern about tall buildings overlooking sites • G&T do not feel they have been consulted or engaged properly about redevelopment 	

Founder: Pages Walk Conservation Residents Alliance. Founder: Save Southwark	
Written rep received	2018
<ul style="list-style-type: none"> • Opposed to new schools, the hotel and the removal/repurposing of the flyover • Would like to see a Lido in Livesey Park • Does not believe the BLE will happen for 20-30 years and the existing public transport infrastructure cannot support the huge increase in pop'n • Object to the AAP3: Climate Emergency as demolition and construction generate a massive amount of carbon and tall buildings produce way more emissions than low-rise • Support the retrofitting of heritage assets • Object to the provision of affordable housing as it should be more and actually affordable • Object to co-location and the requirement for only 10% affordable workspace • Wants more mention of pubs and the existing diversity in terms of cafes and restaurants to remain • Oppose the movement strategy and the tall building strategy • Road layout and accessibility concerns on the proposed location of Mandela Way 	

Park

Old Kent Road Community Campaign /Save Southwark

Written rep received	-
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- 13,000/20,000 homes unaffordable – only 8% of the existing Southwark residents can afford this and 1 in 24 homes already lie empty
- AAP fails to note the number of social homes lost
- Housing - 80% of inflated price is unaffordable to 92% of Southwark's populations – should be capped at London Living Rent.
- Questions on the suitability of co-location
- More detail on pubs
- Disagrees with tall buildings – create unsuitable microclimates, are homogenous and carbon heavy during the construction phase
- Does not like the demolition-led development – should be retrofitting and retaining
- Replacement of what has been lost should be provided. Ball courts are targeted therefore in need of protection.
- The rest is the same as "Founder: Pages Walk Conservation Residents Alliance. Founder: Save Southwark" (above)

Southwark Unified Network Black Ethnic Minority
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Written rep received	-
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- Living wage should be included in reaching the affordable housing figure.
- Agree with AAP 6 but concerns in the increase of business rates and rents.
- AAP 14 – intergenerational provisions needed.

Action Vision Zero

Written rep received	-
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- Strongly support the removal of the Dunton Road Gyratory
- Want to see more done for traffic reduction and segregation of cycle lanes and pedestrians
- Want to see a more developed freight strategy

London Living Streets

Written rep received	-
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- Strongly support creating a high street in Sub Area 3
- Want more LTNs
- Want faster progress on the OKR to become a Healthy Street
- Would like to see an alternative to the BLE in the form of a rapid bus service or tram which can be delivered by the mid-2020s
- Wants to see a sustainable freight strategy

- The Climate Change Strategy is inadequate

Save Southwark, Pembroke House, St Christopher's Church Walworth

Written rep received

-

- Failure to understand the socio-economic factors of lower income areas – small independent existing shops rented by diverse communities of ethnic minorities rely on the low rental premiums
- OKK 6 (Lidl store) -- questions why Tescos have been given site allocation but Lidl has not.
- Questions plans for new hospitals, police stations and fire stations
- Lack of transport infrastructure to support the development, given the BLE is at risk.
- Not helping the climate emergency - Carbon emissions from construction industry, the building materials used, high-rises, based on demolition rather than retrofitting existing buildings and encroachment of buildings onto green spaces such as Burgess Park.
- 13,000/20,000 homes unaffordable – 80% of market rate is not affordable and should be through the Community Land Trust so one generation does not benefit all
- Affordable rent should be capped at London Living Rent
- Careful planning needed for co-location to ensure people can live healthy and without significant noise.
- 10% affordable is not enough – many current jobs will be lost especially representing UK Minority Ethnic communities.
- Highlights diversity in faith, ethnic groups must not be lost.
- Car-free is good but there is still a needed for trades and service vehicles
- Disagrees with tall buildings – pollution collects, overshadow greenspaces and negative impact on the environment
- More retrofitting and retaining heritage needed
- Proposed Mandela Way Park exact location is a concern as the existing layout and accessibility may be affected.
- Closure of schools has huge effect on locality
- Ball courts and greenspaces used by young people are targeted.

Northfield House Tenants and Resident's Association

Written rep received

2018

- Same as Pages Walk Conservation Residents Alliance PW representation

Friends of Burgess Park

Written rep received

2016 and 2018

- Alternatives to the BLE as it will not be delivered until into the 2030s
- Policy isn't doing enough on Climate change

- Do not support the 20,00 homes – more needs to be done to deliver social housing and needs a big increase in transport and associated social infrastructure
- Would like to see a Burgess Park orbital route along Albany Road and St George's Way

Southwark Law Centre	
Written rep received	2018
<ul style="list-style-type: none"> • AAP3 and AAP8 – no mention of sustainable construction methods or materials and concerns on the energy use of tall buildings. • More effort needed for the provision of social housing • Support VitalOKR • AAP14 – would be useful to create a map of current and proposed youth provision 	

Reoccurring themes: lack of affordable housing, greenspaces, lower building height, loss of socio-economic and ethnic diversity, transport issues.



Appendix E: Consultation Event Summary

Old Kent Road Area Action Plan: Consultation Report

October 2024

Dates	Event
11 March 2021	OKR Business Roundtable meeting (Summary below)
18 March 2021	OKR Residents/Communities Roundtable (Summary below)
	Walworth Society Meeting (Summary below)
23 March 2021	OKR Developers and Landowners Roundtable meeting
13 April 2021	OKR Youth Roundtable meeting (Summary below)
22 April 2021	Retail Roundtable
27 April 2021	Tenants Resident Association Roundtable
	Ledbury Resident Project Group (RPG)

OKR Business Roundtable meeting			
Date	11 March 2021		
Location	Zoom	Number of attendees	18
<ul style="list-style-type: none"> • It was raised that there is not enough engagement with businesses • Questions about what has happened to the OKR Business Network • Queries on how no net loss of industrial could be achieved • There is concern that the design of light industrial is more about ticking boxes than good design • It was felt that no net loss is not achievable with the types of small spaces that have been proposed in mixed use, servicing ramps, big service lifts etc. the type isn't the same • Concerns over the credibility of the industrial land uses • Concerns over bed and shed concept • The plan looks like 100% site coverage so there is no servicing or yard space • Concerns raised about living above dirty industrial uses e.g. metal working wouldn't work with residential uses • There is a need to think about operational servicing hour • Respondent suggested using specialist architects with experience on sheds and beds working in a positive and true concept of genuine industrial uses and no amenity issues with residents above • Another respondent suggested finding examples that already work and use as a precedent • Concerns over business relocation and that uses in the plan do not accommodate warehousing businesses like Safestore • Questions raised about affordable workspace and how this works for light industrial • Questions over whether any work has been done to look at number of jobs in business space – not short term employment – when businesses get bigger they move to Kent, Essex, Dartford • James Glancy runs affordable workspace at discount market rents • Space Studios is affordable by nature – it is not subsidized • There should be accreditations and jobs for young people 			

- Only 19% of young people with autism are employed full time – they are able and this figure should be higher and there should be opportunities for training and access to employment

OKR Residents/Communities Roundtable

Date	18 March 2021
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Location	Zoom	Number of attendees	8
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- Questions over why the number of homes in the London Plan (12,000) was increased (given constraints of sites that would not be deliverable).
- Whilst changes have been made to the part about exceptional design and part of the skyline, new tiers irrelevant.
- Bakerloo Line Extension was raised
- Concerns over the child play space being on podiums
- It was felt that consultation was a waste of time
- Issues were raised specific to the Southernwood Retail Park planning application
- It was felt that there is no point amending the tall buildings policies when towers of over 48 storeys have already been approved
- Opaque screen being imposed because of how close development are, frosted because of proximity - not good floor lighting and mental health.
- Issues were raised about the Elephant
- It was felt that the Council is demolishing more council homes
- Question over whether there is more specific criteria which needs to be met for exceptional design
- Concerns raised over mental health of residents, particularly families
- Questions over what affordable housing is and how much it costs
- Request for an understandable note on affordable housing produced in coordination with residents so that it is clear
- Where are the 348 affordable units under construction and how does that respond to the need?
- Issues raised over the affordability for families – they cannot afford to buy
- 3 beds and 3 bath homes are for young professionals not families
- Concerns over the marketing documents going up as no one is moving in and residents do not want it.
- Concern over social rented homes being delivered in phase 2 of developments (specific reference to Southernwood) – concern over the involvement of DRP when they don't live in the borough.
- Concern over the youth and the possibility that they will not be able to stay in the area.
- Concern over the developers for Ruby Triangle acquiring planning permission on one of the largest sites but they don't have any background/credibility.
- It was noted that public engagement was better through these discussions.
- Concerns over the fact that the AAP is not adopted policy but a large amount of applications are being approved with big question marks.
- It is suggested that the BLE situation and post-covid that the Council put a temporary prohibition on planning applications coming forward.
- It is felt that the Opportunity Area policy promoted by the GLA is not good.

- Issues raised about the infrastructure to support all of the development
- Thoughts around the social value of the development
- Questions around where the s106 money is being spent
- Question about what is happening with Council owned land – it is felt that council homes should be built on Council land.
- Concerns over the amenity disappearing
- The use of language used is raised which makes things harder to understand and is not so transparent.
- There is concern over communities not being able to stay in the area (particularly BAME)
- Question raised over how the plan was prepared without a strategic needs assessment and how it was addressed without those specific needs
- It is felt that due diligence in regards to agents and developers must be done – it is felt they do not have the credentials.
- There is questions raised over the use of high rise buildings, why and how they are needed and how they can be family friendly.
- It is felt that high rise are expensive and more discussion needs to be had about their necessity.
- There is a suggestion that people be notified about the AAP though their council tax as everyone has to pay a council tax bill – missed opportunity to publicise the consultation.
- It was felt that the timing of the meeting was not right as it is during working hours.
- It was felt that the consultation process leaves out residents.
- Suggestion to advertise and publicise consultation events through the Tustin TRA and Ledbury newsletter.
- The GLA report on tall buildings was raised.
- There is concern that many residents don't know about the consultation and that the Council is not pro-actively engaging with new members.

Walworth Society Meeting

Date	18 March 2021		
Location	Zoom	Number of attendees	Unknown
<ul style="list-style-type: none"> • Issues raised over the Bricklayer's Arms Flyover - severance of the road, traffic too high, goes from two lanes to 7/8 lanes. • Questions over when local people will start to get the benefits from TFL investment on the OKR. • Northern town centre – would like to see the Walworth Road section up to East Street have more of a high street feel. • Fantastic to hear about the plans works in 3rd sector building in Walworth. • Concern over how Low Traffic Neighbourhoods impact on businesses as it is difficult to access premises and there needs to be services for disabled people and essential services need to be supported. • Concerns raised over where the lorries and coaches go from Dover when development happens – will they go to Camberwell Green? • Suggestion to have the pub signs from the Kentish Drivers reinstated along the length of OKR as navigational aids and to help with historic identity. 			

- Concern over the Climate Emergency policy – reuse of existing buildings.
- Positive reactions to funds for restoring valuing elements and giving sense of pride to small scale shops.
- Questions raised over how the new high street will be delivered when it is such a change from the large retail sheds of the 1990s and very car focused.
- Would like to see heritage put into something physical.

OKR Youth Roundtable meeting

Date	13 April 2021
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Location	Zoom	Number of attendees	Unknown
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- Participants raised the concern that OKR231 will not solve all issues that young people are facing at this moment in time.
- Issue raised about how to avoid gentrification with the new regeneration.
- Issue raised about avoiding increases to the cost of housing.
- Peckham regeneration raised
- There needs to be affordable spaces for young people
- Better transport links (while lowering pollution) – increase in bikes
- Architect proposals should be from young people’s views, points and opinions
- Not many young people talk to the Council.
- More resources should be given out for the youth to get involved.
- Some things need to be kept for the people to still recognise the area (be able to reminisce)/ somewhere that is familiar to home.
- Allow for somewhere so that once students finish schools they can get jobs or work experience somewhere (internships).
- There needs to be a space that brings youths together allowing them to have more resources (social infrastructure)
- There needs to be somewhere to distress (because of housing, schools, lifestyle)
- It is important to use young people’s opinions and make them more aware
- Sports can make benefits and skills that can be transferred into real life
- 73% cut in youth services means a lack of opportunities.
- How to draw in/interact with young people?
 - Go to where the young crowd and entice them through bright and educated conversations.
 - Council can link in with young organisations to communicate ideas.
 - Council needs to approach young people - easing the pressure between their relationships (can’t expect young people to talk council).
 - Establish the next step in order to communicate efficiently with young people.
 - Pay young people to consult and get involved (Increased incentives).
- Waiting list of housing for young people
 - Council is committed to build more council homes along OKR - aims to reduce the cost of social housing so it’s more affordable for young people to maintain.
 - The Current Draft Housing Allocation Scheme for consultation has failed in its equalities assessments impact especially those young people on the council waiting list (adult comment)

- Consider Mental Health of young people in council housing - due to bad conditions (Organisation comment)
- Question about race in call - majority attendees were people of colour, is it because white people are in a safer position with council? (adult comment)
- Young White people are not included in statistics + Housing should be $\frac{3}{4}$ bedrooms not $\frac{2}{3}$ bedrooms (Organisation comment).



Appendix F: Roundtable Meeting Agendas

Old Kent Road Area Action Plan: Consultation Report

October 2024

Old Kent Road Business Roundtable meeting 11.3.21
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Location: Zoom

Date: 11th March 2021

Time: 11:00 – 12:30

Attendees

Representative / organisation:

- | |
|--|
| <ul style="list-style-type: none"> • DPD • P Wilkinson Containers • Tetrattech • Event Concept • FE Burman • James Glancy Design • Leathams • Southwark Studios • Space Studios • Safestore • Veolia • Gadmon Industries • Kaymet • Martin Tiffin • Capital Industrial
 • Cllr Johnson Situ - LBS • Colin Wilson – LBS • Liz Awoyemi – LBS • Alicia Chaumard – LBS |
|--|

Item	Agenda
1	Introduction to revised December 2020 AAP - Cllr Situ
2.	Suggested topics for discussion. <ul style="list-style-type: none"> • The overall approach of the plan, mixed residential and industrial/commercial. Stacked industrial/distribution. • Phasing and disruption during development. Business relocation strategies. • Practical issues, Servicing and car parking for staff and customers. • Fit with residential use, impact on residents/impact on business uses. • Design of work space and fitness for purpose.

	<ul style="list-style-type: none">• Affordable workspace. Securing its delivery.• Training and apprenticeships. Relationships to schools, FE Colleges, universities.
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Old Kent Road Developers Roundtable meeting
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Date: Tuesday 23rd March 2021

Time: 11:00 – 12:30 (1hr 30mins)

Location: Zoom

Topic: OKR Developers/Landowners Roundtable

Time: Mar 23, 2021 11:00 AM Universal Time UTC

Join Zoom Meeting

<https://us02web.zoom.us/j/88939091658?pwd=VUtyaXdZc0Q0T1JNaDFwT3k2SG9Odz09>

Meeting ID: 889 3909 1658

Passcode: 231878

Attendees

Representative / organisation:

- Aviva Galliard
- PPR Estates
- 2020 Capital
- The Vesta Group
- Tribe Student Housing
- Berkeley homes
- CHA limited – Civic & Livesey
- Avanton – Ruby Triangle.
- London Square
- HollyBrook
- MaccreanorLavington
- Chris Horn Associates
- DPD

- Cllr Johnson Situ - LBS
- Tim Cutts– LBS
- Liz Awoyemi – LBS
- Alicia Chaumard – LBS

Item	Agenda
1	Introduction to revised December 2020 AAP - Cllr Situ
2.	Presentation on OKR update – Where are we?
3.	Suggested topics for discussion:

	<ul style="list-style-type: none">• Housing delivery• Phasing and Bakerloo Line extension update• Climate change and associated issues, embodied energy as well as operational• SELCHLP and Carbon Offset Charges• Changes to the NSP Policy• Training and apprenticeships• Community involvement/ consultation
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Appendix G:

Publication for start of consultation on the Council website

Old Kent Road Area Action Plan: Consultation Report

October 2024


[Accessibility](#)
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Planning

Use our easy tool to [find out if you need planning permission](#) and our [fast track application service](#) to get a quick decision on your householder application.

Current and previous versions of OKR AAP

This section gives an account of the policies in Old Kent Road AAP evolving through extensive public consultations and engagement, starting from Preferred Option Old Kent Road AAP in June 2016 to the latest December 2020 consultation draft of the Area Action Plan.

[Find further details on how we've consulted for the AAP since 2015.](#)

[Visit the Old Kent Road dedicated website](#)

Important

Old Kent Road Area Action Plan: December 2020 draft

[Old Kent Road Area Action Plan: December 2020 draft](#) (PDF, 62.5mb)

Consultation on the December 2020 draft of the Old Kent Road Area Action Plan has now closed. The consultation commenced on 11 January 2021 and closed on 10 May 2021.

We also consulted on five new conservation areas in the Old Kent Road Opportunity Area, which closed on 10 May 2021. For more information and to comment on the proposals, visit the pages below:

1. Kentish Drovers and Bird in Bush Conservation Area
2. Mission Conservation Area
3. Thomas A'Becket and High Street Conservation Area
4. Livesey Conservation Area
5. Yates Estate and Victory Conservation Area

Next Steps

We will now carefully consider and analyse all the feedback received. Once we have reviewed all representations, these will be made publically available with our responses.

We will then begin to make any required amendments to the plan. We will wait for the final report from the Inspector's on the New Southwark Plan and make any changes to the AAP which may be necessary to bring it in conformity with the NSP. This is likely to be in November 2021. The APP will then be published and consulted on as the proposed submission version. Following the proposed submission version consultation, we'll submit the plan to the Secretary of State for public examination.

Find information on the [Old Kent Road Forums](#).

Help bring the Bakerloo line to south east London. [Sign up to show your support](#) and make it happen!

Part 2
[Old Kent Road Area Action Plan: December 2020 draft](#)

Page last updated: 05 April 2023

In this article

Part 1
[Current and previous versions of OKR AAP](#)

Part 2
[Old Kent Road Area Action Plan: December 2020 draft](#)

Part 3
[Old Kent Road Planning and Regeneration update \(2019\)](#)

Part 4
[Agreement with the GLA on the Phased Release of Strategic Industrial Land \(2018\)](#)

Part 5
[Old Kent Road AAP/OAPF \(Further preferred option version 2017\)](#)

Part 6
[Old Kent Road AAP: New and amended policies preferred option \(June 2017\)](#)

Part 7
[Draft Old Kent Road AAP \(June 2016 preferred option\)](#)

Contact us

Planning policy

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London
SE1P 5LX

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planningpolicy@southwark.gov.uk

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[020 7525 5471](tel:02075255471)

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Appendix H:

Notification emails for start and extension of consultation

Old Kent Road Area Action Plan: Consultation Report

October 2024

From:Southwark Council <Southwark-Council@public.govdelivery.com>Subject:Consultations Open - Old Kent Road, Conservation Areas and Heritage

Southwark Council is currently consulting on the following planning and heritage documents for your information and comment:

1. **Old Kent Road Area Action Plan: December 2020 draft**
2. **Old Kent Road 5x new Conservation Areas**
3. **Heritage SPD**

Old Kent Road Area Action Plan

Download the plan [here](#).

Have your say by submitting comments on the [Consultation Hub](#) or emailing planningpolicy@southwark.gov.uk by 5 April 2021.

We are arranging a series of virtual round table consultation events about the plan. If you would like to attend a session, please email OldKentRoad@southwark.gov.uk to register your interest. If you are a member of a residents, business or interest group and would like us to attend your meeting to discuss the AAP please also email us to arrange this.

3 March (Youth event for ages 13-25) 5pm-7pm

11 March (Businesses) 11.30am-12.30pm

18 March (Faith groups) time tbc

18 March (Residents groups) 3pm-4.30pm

Other sessions to be confirmed, please email to register your interest.

Old Kent Road Conservation Areas

We are also consulting on five new conservation areas in the Old Kent Road Opportunity Area. For more information and to comment on the proposals by **30 April 2021**, please visit the pages below:

1. [Kentish Drovers and Bird in Bush Conservation Area](#)
2. [Mission Conservation Area](#)
3. [Thomas A'Becket and High Street Conservation Area](#)
4. [Livesey Conservation Area](#)
5. [Yates Estate and Victory Conservation Area](#)

If you are part of a local group and would like to discuss the proposals for new conservation areas, a virtual meeting can be arranged by appointment by emailing: designconservation@southwark.gov.uk

Heritage Supplementary Planning Document

The plan can be viewed [here](#).

Have your say by submitting comments on the [Consultation Hub](#) or emailing planningpolicy@southwark.gov.uk by **5 April 2021**.

Southwark Council

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www.southwark.gov.uk

From: Southwark Council <Southwark-Council@public.govdelivery.com>
Subject: Extension of Consultation on Old Kent Road Area Action Plan, Heritage SPD and Old Kent Road Conservation Areas

Southwark Council is currently consulting on the following planning and heritage documents:

- 1. Old Kent Road Area Action Plan: December 2020 draft**
- 2. Old Kent Road 5x new Conservation Area**
- 3. Heritage SPD**

This deadline for comments for these consultations has now been extended to 10th May 2021.

Old Kent Road Area Action Plan

Download the plan [here](#).

Have your say by submitting comments on the [Consultation Hub](#) or emailing planningpolicy@southwark.gov.uk

Old Kent Road Conservation Areas

We are also consulting on five new conservation areas in the Old Kent Road Opportunity Area. For more information and to comment on the proposals, please visit the pages below:

- [1. Kentish Drovers and Bird in Bush Conservation Area](#)
- [2. Mission Conservation Area](#)
- [3. Thomas A'Becket and High Street Conservation Area](#)
- [4. Livesey Conservation Area](#)
- [5. Yates Estate and Victory Conservation Area](#)

Heritage Supplementary Planning Document

The plan can be viewed [here](#).

Have your say by submitting comments on the [Consultation Hub](#) or emailing planningpolicy@southwark.gov.uk.

Southwark Council

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You may also choose to [modify your subscriber preferences](#).

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Appendix I:

Press notice

Old Kent Road Area Action Plan: Consultation Report

October 2024

PLANNING AND COMPULSORY PURCHASE ACT 2004 (AS AMENDED)
THE TOWN AND COUNTRY PLANNING (LOCAL PLANNING) (ENGLAND) REGULATIONS 2012

NOTICE OF CONSULTATION FOR:

**OLD KENT ROAD AREA ACTION PLAN
AND
HERITAGE SUPPLEMENTARY PLANNING DOCUMENT**

Southwark Council is consulting on the draft Old Kent Road Area Action Plan December 2020 and Heritage Supplementary Planning Document from 11th January 2021 to 5th April 2021.

OLD KENT ROAD AREA ACTION PLAN

The Old Kent Road AAP will guide and manage new development and growth in the area over the next 20 years. The plan aims to create a new high street environment for the Old Kent Road, with significant public transport improvements supported by mixed use development behind the road. This will incorporate around 20,000 new homes, including affordable homes, new jobs, community facilities and green spaces. The plan includes the potential for extending the Bakerloo Line from Elephant and Castle towards Lewisham with two new stations along the Old Kent Road. The plan will be used to make planning decisions in the area and to co-ordinate the deliver the regeneration strategy.

HERITAGE SUPPLEMENTARY PLANNING DOCUMENT

The Heritage SPD provided detailed guidance on how to apply the relevant policies of the Southwark Plan and the emerging New Southwark Plan concerning our historic environment.

The Heritage SPD also sets out further advice on how we expect development to be consistent with wider national and local legislation and policy, within which the council must operate.

It has been written to provide better understanding of heritage matters and provides clear advice on the conservation, preservation and enhancement of our historic environment. It is designed for a wide readership, including applicants, building owners, residents, planners, community groups and developers.

How to view documents and comment:

Old Kent Road Area Action Plan

- The Old Kent Road Area Action Plan and supporting documents are available on our website for review: www.oldkentroad.org.uk/documents
- www.southwark.gov.uk/planning-and-building-control/planning-policy-and-transport-policy/development-plan/area-action-plans-section/old-kent-road-aap

Heritage SPD

- The Heritage SPD along with associated supporting documents are available on our website for review: <https://www.southwark.gov.uk/planning-and-building-control/planning-policy-and-transport-policy/development-plan/supplementary-planning-documents-spd/spd-by-planning-topic>

How to comment

Visiting our consultation hub:
consultations.southwark.gov.uk

Sending an email to:
planningpolicy@southwark.gov.uk

Alternatively you can post your response to:
Planning Policy
Southwark Council
FREEPOST SE1919/14
London SE1P 5LX

All comments must be received by 23:59 on Monday 5th April 2021.

QUERIES

For any queries or assistance, please contact:
planningpolicy@southwark.gov.uk
Tel: 0207 525 54929 or 07731 325511

Register for a My Southwark account and opt-in to our planning policy email updates on your profile at <https://www.southwark.gov.uk/mysouthwark>



Old Kent Road Area Action Plan
Proposed Submission Version
October 2024

Integrated Impact Assessment

Old Kent Road Area Action Plan 2024 appendices: Document Locator	
No.	Title
Appendix A	Old Kent Road AAP December Version 2020
Appendix B	Consultation Plan
Appendix C	Consultation Report
Appendix D	Integrated Impact Assessment
Appendix E	Habitat Regulations Assessment
Appendix F	Equalities Impact Assessment, comprising:
	- EQIA Document 01: Executive Summary
	- EQIA Document 02: Summary of the EQIA
	- EQIA Document 03: Equalities Impact Assessment
	- EQIA Document 04: Supporting Datasets
Appendix G	Health Impact Assessment

CONSULTATION	TIMETABLE
Evidence gathering and refinement of the baseline information, plans , programmes and strategies, key issues, objectives and IIA framework	2015-Spring 2016
Developing and refining options and assessing effects and preparing the Integrated Impact Assessment Report	Spring 2016
Consultation on Integrated Impact Assessment Scoping Report	12 February 2016 - 18 March 2016
Consultation on the draft Old Kent Road Area Action Plan Preferred Option draft AAP policies and Integrated Impact Assessment	June 2016 – November 2016
Consideration of responses and developing the draft Old Kent Road Area Action Plan and Integrated Impact Assessment Report	Autumn 2016
Consultation on the draft Old Kent Road Area Action Plan proposed new and amended AAP policies and Integrated Impact Assessment (this document)	June 2017 – September 2017
Consultation on AAP: Further Preferred Option	December 2017 - March 2018
Consultation on AAP: December 2020 Version	January 2020 – April 2021
Consultation on the submission version Old Kent Road Area Action Plan and Integrated Impact Assessment Report	2024
Submission of the draft Old Kent Road Area Action Plan Integrated Impact Assessment Report to the Planning Inspectorate	2025
Examination in Public	2025
Adoption of the Old Kent Road Area Action Plan	2025

HOW TO COMMENT ON THIS REPORT

If you have any queries regarding this document please contact Southwark Council's planning policy team. Comments can be returned by post or email to:

Old Kent Road Planning and Sustainable Growth Team
 Resources, Southwark Council
 FREEPOST SE1919/14
 London, SE1P 5LX

Tel: 020 7525 5471
 Email: oldkentroad@southwark.gov.uk

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Section 1	Non-technical summary	Non-technical summary of the OKR AAP	Page No.
Section 2	Introduction	The introduction sets how the approach to the IIA appraisal, what the national, regional and local policies are informing the appraisal and how it will assess the sustainability impacts of the policies and masterplan proposed by the OKR AAP Masterplan.	11
Section 3	Regulatory requirements for the IIA	Explains how the Integrated Impact Assessment completes a sustainability appraisal and the appraisals of equalities impact, health, and impacts on habitat.	15
Section 4	Background	Explains why an IIA has been prepared and provides an overview of the area action plan and preparation process.	19
Section 5	Baseline Data: Summary of findings	Section 5 sets out a high-level summary of the findings from the baseline data and how this has informed the indicators for the IIA appraisal. It identifies the sustainability issues in the Old Kent Road Opportunity Area.	32
Section 6	Options-testing for: Policy evolution the plan options	Section 6 sets out the options for policies and for sub areas and site allocations and provides justification for why each of these was chosen.	37
Section 7	IIA Appraisal Methodology	Sets out the methodology used to undertake the IIA including the consultation that has been carried out.	60

Section 8	Appraisal Summary for the Strategy	The effects of the plan policies are described, including any significant positive or negative effects, cumulative impacts, proposed mitigation, uncertainties and risks for the strategy.	66
Section 9	Appraisal Summary for the Development Management Policies	The effects of the plan policies are described, including any significant positive or negative effects, cumulative impacts, proposed mitigation, uncertainties and risks for the Development Management policies.	68
Section 10	Appraisal Summary for the Sub Areas and Site Allocations	The effects of the plan policies are described, including any significant positive or negative effects, cumulative impacts, proposed mitigation, uncertainties and risks for the sub areas and site allocations.	74
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Appendices

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Appendices of indicators, monitoring and option testing	
Appendix 8	Monitoring indicators against sustainability objectives
Appendix 9	Baseline Indicators Table
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Appendix 11	Scoping Report Consultation Summary and link to OKR AAP Scoping Report
Appendix 12	Reasonable alternatives considered
Appendix 13	Mental Well-being Impact Assessment Screening
Appendix 14	OKR AAP References

Glossary

IIA: Integrated Impact Assessment
AAP: Area Action Plan
OAPF: Opportunity Area Planning Framework
SEA: Strategic Environmental Assessment
SA: Sustainability Appraisal
MWIA: Mental Well-being Impact Assessment
EqIA: Equalities Impact Assessment
HIA: Health Impact Assessment
HRA: Habitats Regulations Assessment
GLA: Greater London Authority
TFL: Transport for London
BLE: Bakerloo Line Extension
SCI: Statement of Community Involvement
OA: Opportunity Area
AMR: Annual Monitoring Report
SUDS: Sustainable Urban Drainage Systems
CAZ: Central Activities Zone
NPPF: National Planning Policy Framework
NPPG: National Planning Policy Guidance
SPD: Supplementary Planning Document
BLE: Bakerloo Line Extension

Section 1. Non technical summary

Purpose of the Area Action Plan

- 1.1 The purpose of the Old Kent Road Area Action Plan (AAP) is to set out how the best of the Old Kent Road, including its thriving businesses and arts and cultural communities, can be nurtured and developed over the next 20 years (the ‘plan period’). It is an innovative plan, with policies that will guide new development to provide urgently needed housing and jobs, while providing new opportunities and improving the lives of people who live and work there now. To achieve this, the plan proposes mixing residential and commercial uses, so that new and existing businesses like warehouses, shops, creative workspaces and offices are designed to co-exist with new homes.
- 1.2 This innovative approach is proposed because the unique conditions and character of the Old Kent Road provide an important opportunity to address the challenges faced across London when it comes to accommodating growth in homes, jobs and social infrastructure. These challenges are particularly pressing in Central London, where competition between land uses is at its most intense. By virtue of its location, connections, existing uses, evolving character and development potential, the Old Kent Road is one of the few places in central London that really can deliver innovative solutions to these challenges.
- 1.3 This has been recognised by the London Plan 2021, which identifies the Old Kent Road in two major growth areas; Central London and the Bakerloo Line Extension Growth Corridor (Figure 1). The Bakerloo Line Extension (BLE) will be a game changer for the area. It will enable substantial growth, with the number of homes rising from 14,500 to 34,500 and the number of jobs rising from 10,000 to 20,000. This will, of course, have important positive impacts London’s economy, but it will also benefit new and existing Old Kent Road businesses.

Vision

The Old Kent Road Communities, The Best of Central London

Our vision is for a family friendly Old Kent Road that retains and grows the rich diversity of its residential, business and faith communities.

- 1.4 “This is Old Kent Road not any old road”, was a response from a local resident in a community forum that reflects the pride in its history and a strong sense of belonging. Old Kent Road will be a place where communities and families can grow and flourish. It will continue its historic role as a vital artery connecting the commerce and culture of one of the world’s great cities to Europe but in a much changed form that allows it to be the centre of the community.
- 1.5 Old Kent Road’s strength as a place to live, work and do business is its inner London character and Central London location. The Bakerloo Line will drive the growth southwards providing better connections to the wider London economy and between

existing communities. This will provide tangible, direct benefits to the people of Walworth, Bermondsey and Peckham including a new and improved family friendly environment with housing, youth facilities, schools, park spaces, leisure and health centres and the creation of a wide range of jobs. These physical changes will enable the communities to realise their potential. There should be no poverty of ambition or opportunity in Old Kent Road for any age group.

- 1.6 The importance of local town centres as an essential centre of activity for local communities providing services and opportunities for social interaction has been brought home by the recent Covid crisis. Our plan is to promote Old Kent Road in which shops, jobs, schools and parks are all within a short (15 minute) walk of people's homes. We will revitalise the Old Kent Road as a high street, retaining its diversity and re-providing the range of shops and leisure uses, including the food shopping and the larger stores which are currently very well used. Segregated cycle lanes, additional trees, wider footways and better crossings will change the character of the Old Kent Road itself and make it feel much safer and more attractive for people cycling and walking. Behind the high street we want to develop significant local economy, not just by accommodating a narrow professional office sector, but by supporting and encouraging a wide range of skills and job types including the wide variety of businesses that serve the local area as well as central London. To achieve this, our plan promotes the innovative mixing of residential and industrious uses in a way that has not been seen before in London. Done with care, we believe that this can deliver a special place that is desirable to live and work and ensures business continuity.
- 1.7 Old Kent Road has the highest proportion of children and young people in the borough and is likely to experience the largest increase to 2036. We have been talking to and working with young people to provide new youth facilities at 231 Old Kent Road which are funded by developer contributions. We are looking to expand and develop that offer to meet the growing need.
- 1.8 We want to build new homes, a minimum of 35% of which will be affordable with 25% being at council rents. And while they should come in a range of types, from terraced houses to apartment buildings, they should all be designed to a high standard. The provision of larger family sized flats, generous room sizes, high ceilings and large windows will make sure that people have enough "head room" and space to think and to rest.
- 1.9 Our plan proposes to link together the area's existing open spaces, including Burgess Park to Canada Water, with new park spaces to provide a green route (Figure 3 of the OKR AAP) which will accommodate nature and biodiversity, while providing opportunities for play, sport, food growing, and simply sitting down to take a break. We want to create an environment that delights all the senses.

- 1.10 The OKR AAP will contribute towards addressing the climate emergency and achieving the council's goal of net zero carbon. Development in the area will be car free and the promotion of walking and cycling as well as electric buses, taxis and commercial vehicles will help to tackle air and noise pollution. We are developing a District Heat Network linking new developments to the South East London Combined Heat and Power plant, which will deliver both significant savings in CO2 emissions and cheaper energy costs for residents. This is vital not only for health but for our collective long term futures. This is currently under construction.
- 1.11 Living at the centre of one of the world's great cities, with its enviable economic and cultural capital should be an opportunity for all and not just a privileged few. We have a responsibility working with the residents and businesses of Old Kent Road to make the most of that opportunity.

What is this document?

- 1.12 This document reports on the Integrated Impact Assessment (IIA) of the Old Kent Road Area Action Plan (OKR AAP). The IIA fulfils the requirement for a Sustainability Appraisal (SA), Strategic Environmental Assessment (SEA), Equalities Analysis (EQIA) and Health Impact Assessment (HIA). This integrated approach avoids the need to undertake and report on separate assessments, seeks to reduce any duplication of assessment work and benefits from a shared understanding of the policies. The EQIA, HIA and HRA have been completed in a separate document to appraise the specific issues on equalities, habitat and health. It also illustrates the council's approach to promoting sustainable growth in the borough with equality, diversity and the health of residents at the heart of everything we do.
- 1.13 The council is promoting sustainable growth in the borough with equality, diversity and the health of residents at the heart of everything we do. Integrated impact assessment helps us to achieve these aims as well as meeting legal requirements to undertake a sustainability Appraisal when preparing new plans. A Strategic Environmental Assessment (SEA) is required to meet European Legislation. The council is also required to consider the impact of new plans on equalities and health of residents in the borough which involves considering groups with protected characteristic as defined by the Equalities Act. This document incorporates the sustainability appraisal, SEA and equalities and health impacts in one document called the Integrated Impact Assessment. The IIA is an ongoing process and will be reviewed and monitored as the AAP progresses.

Why is this document required?

- 1.14 During the preparation of local plans, the council is required by UK law to assess the sustainability impacts of its planning policies through a sustainability appraisal (SA). By testing each plan policy against sustainability objectives, the SA process

assesses and reports the likely significant effects on the plan policies and the opportunities for improving social, environmental and economic conditions by implementing the plan.

- 1.15 The council is also required by UK Law to pay due regard to advancing equality, fostering good relations and eliminating discrimination for people sharing certain protected characteristics, as set out in the Public Sector Equalities Duty (2011) (under section 149 of the Equalities Act 2010). The council carries out Equalities Analysis (EqIA) of its plans, decisions and programmes to consider the potential impact (positive and negative) of proposals in the Equality Act 2010 and on Human Rights that replaces all previous equality legislation into one overarching act.
- 1.16 Health Impact Assessment (HIA) is a combination of procedures, methods and tools by which a policy, program or project may be judged as to its potential effects on the health of a population, and the distribution of these effects within the population. In this context health can be defined as both physical and mental health and well-being. HIA also considers the potential effects on the determinants of health such as life circumstances and lifestyles. HIA is still a relatively new concept and as yet there is no one standard method for conducting HIAs.
- 1.17 The IIA will consider if there are any unintended consequences for people within the equalities and health groups and if the policies will be fully effective for all target groups and will - will enable a considered and holistic approach to assessing the proposed policies in the AAP/OAPF in an integrated way.
- 1.18 Crucially, assessing policies from these different perspectives - that is 1) a sustainability perspective (including environmental, social and economic sustainability), 2) an equalities perspective and 3) a health perspective - will enable a considered and holistic approach to assessing the proposed policies in the AAP/OAPF in an integrated way.

Why do we need an AAP for OKR?

- 1.19 The purpose of the Old Kent Road Area Action Plan (AAP) is to set out how the best of the Old Kent Road, including its thriving businesses and arts and cultural communities, can be nurtured and developed over the next 20 years (the 'plan period'). It is an innovative plan, with policies that will guide new development to provide urgently needed housing and jobs, whilst providing new opportunities and improving the lives of people who live and work there now. To achieve this, the plan proposes mixing residential and commercial uses, so that new and existing businesses like warehouses, shops, creative workspaces and offices are designed to co-exist with new homes.
- 1.20 This innovative approach is proposed because the unique conditions and character of the Old Kent Road provide an important opportunity to address the challenges

faced across London when it comes to accommodating growth in homes, jobs and social infrastructure. These challenges are particularly pressing in Central London, where competition between land uses is at its most intense. By virtue of its location, connections, existing uses, evolving character and development potential, the Old Kent Road is one of the few places in central London that really can deliver innovative solutions to these challenges.

Section 2. Introduction

What does this document do?

- 2.1 The IIA identifies the impacts of the AAP policies on sustainability objectives, health of the population and equality groups. The process has consisted of a collection of baseline information on the environmental, social and economic characteristics of the Old Kent Road (scoping). This has been used to identify sustainability issues, objectives and indicators used to assess the likely impacts of the policies of the AAP and to enable monitoring of the process in the future. The IIA considers the likely impact of two different options for growth in the area, low, medium and high growth based on the evolution of evidence base documents and discussions with the local community. The IIA considers the likely impact of three different options for growth and considers Option B- high growth to be the most appropriate option. The IIA then assesses the policies for development and the character areas containing site allocations in the AAP against the sustainability objectives and identifies any areas which would need to be mitigated or monitored in the plan process.
- 2.2 This further preferred option has been prepared in response to the previous consultations. This consultation is to ensure that all residents and visitors have an opportunity to comment on all policies before the formal 'proposed submission' stage.
- 2.3 The methodology for selecting these IIA Objectives, appraising Proposed changes to the Old Kent Road Area Action Plan policies, sub areas and site allocations and future monitoring of the OKR AAP are established in the subsequent section of the report. Each of the IIA Objectives is monitored by a number of Baseline Indicators, which are established in **Appendix 3: Baseline data – Facts and Figures**. This uses existing data monitored by the council, to regularly indicate sustainability outcomes from the implementation of the OKR AAP. The Baseline Indicators to continuously monitor the adoption of the OKR AAP are presented in table format in Appendix 9: Baseline Indicators Table.
- 2.4 The role of this document is to explain the process that the council has undertaken to establish these IIA Objectives, which are legally compliant with European, national and regional legislation. Secondly, to appraise the OKR AAP policies, sub areas and site allocations using these IIA Objectives and Baseline Indicators, which can be found in **Appendix 5: Assessment of the Strategy, Vision and Plan Objectives, Appendix 6: Assessment of the Strategic and Development Management Policies** and **Appendix 7: Assessment of the Sub Areas and Site Allocation Policies**. Thirdly, this document indicates how the council proposes to continue to monitor the consequences of implementing the draft Old Kent Road Area Action Plan (Option B: High growth scenario with two stations under BLE over Option A: Business-as-usual without the BLE) in Appendix 9: Baseline Indicators Table. As such, it presents a case that the draft OKR AAP is legally compliant with all relevant legislation, plans and programmes, as established in **Appendix 2: Relevant Plans, Programmes and Strategies**.
- 2.5 The Council has previously completed a thorough IIA for the OKR AAP in 2017 and 2020. This IIA has been further updated to reflect the changes in the OKR AAP arising from consultation comments, Council Objectives, Local Need and iterations in the Old Kent Road Masterplan.

- 2.6 The established appraisal framework for undertaking the IIA sets out sustainability, health and equality objectives, referred to as IIA Objectives (IIAO), with associated supporting indicators, known as Baseline Indicators, which are used to measure the impacts of the emerging OKR AAP. These objectives inform the criteria for assessment of policies, sub areas and site allocations (appraised in **Appendix 5, 6 and 7**) with relevant questions that identify any risks or negative consequences of implementing a policy/area vision or site allocation (questions and targets using baseline indicators can be found in **Appendix 4: Sustainability Appraisal Framework**). The sustainability appraisal of the OKR AAP, provides the opportunity for the Council to respond to any potential negative impact of a policy by amending or mitigating through future monitoring of the plan.
- 2.7 The conclusions reached in undertaking the IIA are a result of both quantitative and qualitative (i.e. subjective and based on professional opinion) judgements made by predicting the outcome of a potentially complex mix of social, economic and environmental factors. It is important to recognise where baseline indicators and IIAO's overlap to inform any outcome in the final appraisal. The overlap of IIAO and Baseline Indicators are visually represented in a matrix in Appendix 8, which help to inform the appraisals (**Appendix 5, 6 and 7**).
- 2.8 As part of the IIA, the final submission policies, site allocations and sub areas are assessed against seventeen sustainability, health and equalities objectives initially set out by the Southwark Plan 2022. The seventeen objectives are subsequently referred to in this report as IIA Objectives, numbered from one to seventeen, and answer the combined sustainability, health and equalities questions set out in **Appendix 4: Sustainability Appraisal Framework**.

What has been taken from the previous IIA?

- 2.9 Having undertaken a detailed IIA through previous draft Local Plan consultations, it is considered that the six strategic policies (or topic areas) were positively represented through the seventeen IIAOs, and will continue to reflect this in the future monitoring of Baseline Indicators (**Appendix 4**). It is considered that these are applicable to the Old Kent Road Area Action Plan and have been used in this IIA appraisal. Additional Baseline Indicators have been added that reflect the local need, character and demographic of the Old Kent Road.
- 2.10 Through further iterations of policy through further rounds of consultation, this approach will be reviewed and the IIA updated.
- 2.11 Key positive impacts are identified in terms of social, economic and environmental sustainability in the summary of appraisals provided in this report. Some risks have been identified but these are generally mitigated by other policies in the plan.

Structure of this Document

- 2.12 This document will firstly outline the policy requirements for the IIA in the following chapter, with more detailed information provided in **Appendix 1 and Appendix 2**. Secondly, it will provide a background into the IIA and the OKRAAP, summarizing how the IIA developed through earlier consultations and how these have informed the iterations to the OKR AAP. Thirdly, it will provide a brief overview to the approach taken

to collecting baseline data and subsequently forming baseline indicators that will be used to monitor the future impacts of adopting the OKR AAP. The entirety of baseline data, including baseline indicators and contextual characteristics are included in **Appendix 3**.

- 2.13 Section four provides detailed overview into the IIA appraisal methodology, describing the conjunction of baseline indicators and IIAOs, used to appraise the OKR AAP policies, area visions and site allocations. The formation of the IIAOs, to inform sustainability, health and equalities targets are provided in **Appendix 4**. This appendix describes how the IIAOs were selected based on the requirements of regulation described in **Chapter 2**, to justify legal compliance of the proposed Local Plan to meeting sustainability, health and equality targets. It also indicates the targets of the Council's baseline indicators which are continuously being monitored across different teams at the Council, and how these baseline indicators align with the objectives, to support the negative and/or positive impacts of future adoption of the draft Local Plan.
- 2.14 Section five identifies the process of identifying options within **Appendix 10**, for the OKR AAP, summarizing the OKR AAP Scoping Report that was submitted and consulted upon in 2015.
- 2.15 This is included in full in **Appendix 11** and justifies why the selection of Option C: High growth is identified as more supportive to the health, sustainability and equality objectives than Option A: Business-as-usual or by selecting Option B: Medium growth. Further information on the Council's considerations of reasonable alternatives for planning for growth and the site allocation capacities which informed the final indicative site capacity assumptions are set out within **Appendix 12**.
- 2.16 Section six sets out how the seventeen objectives were developed that formed the basis of the IIA appraisal methodology and assessment; and further details on how the IIA appraisal was carried out. This sets out the policy options and policy evolution of the OKRAAP.
- 2.17 Section seven sets out what the IIA framework is and how it is compiled.
- 2.18 Section eight summarizes the full Sustainability Appraisal of the OKRAAP policies, found in detail in **Appendix 5, 6 and 7**, and identifies any mitigation or negative impacts that could arise based on the objectives as a result of adopting policies from the draft Area Action Plan. This chapter is a summary and overview as to whether the policies are positively prepared to support the sustainability, health and equality objectives of the regulatory bodies in adopting the draft Area Action Plan. Section eight also summarizes the appraisals from **Appendix 5** of the sustainability of the Strategy, Vision and Plan Objectives.
- 2.19 Section nine summarizes the appraisals from **Appendix 6** of the sustainability of the policies of the OKRAAP.
- 2.20 Section ten summarizes the appraisals from **Appendix 7** of the sustainability of the Sub Area and Sites. Section eight further summarizes the approach to the sequential test (and exception test if required).
- 2.21 Finally, the section 11 chapter sets out how the impacts of the OKR AAP on sustainability, health and equality will be monitored based on continued feedback from

the Baseline Indicators. This is included in further detail in **Appendix 8** and **Appendix 9**.

Section 3. Regulatory requirements for the IIA

Why is this document required?

- 3.1 Under the Planning and Compulsory Purchase Act 2004 regulations, a Sustainability Appraisal (SA) including Strategic Environmental Assessment (SEA), prepared in accordance with the Strategic Environmental Assessment Directive EC/2001/42 is required for all Development Plan Documents.
- 3.2 Paragraph 32 of the NPPF (2023) states:
- 3.3 “Local plans and spatial development strategies should be informed throughout their preparation by a sustainability appraisal that meets the relevant legal requirements. This should demonstrate how the plan has addressed relevant economic, social and environmental objectives (including opportunities for net gains). Significant adverse impacts on these objectives should be avoided and, wherever possible, alternative options which reduce or eliminate such impacts should be pursued. Where significant adverse impacts are unavoidable, suitable mitigation measures should be proposed (or, where this is not possible, compensatory measures should be considered)”.
- 3.4 Southwark Council has a statutory duty to consider the equality impacts of its decisions. The public sector Equalities Duty (section 149 of the Equality Act 2010) came into force on the 5th April 2011 which extended the previous duties to cover the following protected characteristics:
- 3.5 “Age, disability, gender reassignment, pregnancy and maternity, race – including ethnic or national origins, colour or nationality, religion or belief – including lack of belief, sex and sexual orientation”.
- 3.6 While there is no statutory requirement to undertake a Health Impact Assessment (HIA), the government has clearly expressed a commitment to promoting HIA’s at a policy level in a variety of policy documents and they are increasingly being seen as best practice.

The move towards Integrated Impact Assessment

- 3.7 The council is also required by UK law to pay due regard to advancing equality, fostering good relations and eliminating discrimination for people sharing certain protected characteristics, as set out in the Public Sector Equalities Duty (2011) (under section 149 of the Equalities Act 2010). The council carries out Equalities Analysis (EqIA) of its plans, decisions and programmes to consider the potential impact (positive and negative) of proposals on the key ‘protected characteristics’ in the Equality Act 2010 and on Human Rights.
- 3.8 The Equality Act was introduced in October 2010. It replaces and extends all previous equality legislation into one overarching act. The Equality Act 2010 outlines a number of ‘protected characteristics’, which are the groups of people or communities where the government feels that discrimination or unfair treatment could arise.
- 3.9 An Equalities Impact Assessment (EQIA) has been conducted in addition to the equalities considerations made in the Integrated Impact Assessment (IIA) to form the equality analysis.

- 3.10 The equalities impact of the OKR AAP has and will continue to be assessed at every stage of the plan. The document assesses the Plan against the protected characteristics highlighting where there is a positive impact, negative impact or neutral impact. Each strategic policy, development management policy, implementation policy and area vision has been assessed for its equalities impact. A summary is also provided of the key equalities issues and positive and negative impacts of the Strategic and Implementation Policies. It also sets out the mitigation where appropriate.
- 3.11 The IIA sets out the baseline data and indicators that have informed the assessment of the equalities impacts of the policies in the OKR AAP. The EQIA pulls out further data more specifically related to the protected characteristics and socio-economic disadvantage. Appendix 1 - Supporting Datasets of the EQIA has also highlighted where the data is unavailable for more specific datasets.
- 3.12 The outcome of this assessment of equalities sits alongside the HRA, HIA, and SA to create a comprehensive sustainability assessment.
- 3.13 The IIA considers if there are any unintended consequences for people within the equalities and health groups and if the policies will be fully effective for all target groups. Crucially, assessing policies from these different perspectives - that is 1) a sustainability perspective (including environmental, social and economic sustainability), 2) an equalities perspective and 3) a health perspective - enables a considered and holistic approach to assessing the policies in the OKR AAP in an integrated way.
- 3.14 There are overlaps in the methods and outputs of the above documents and therefore an approach which fuses the statutory requirements of the SA, SEA, EqIA and HIA into a single integrated impact assessment is used to assess the impact of the draft OKR AAP in an integrated way.

Strategic Environmental Assessment Directive

- 3.15 SAs are also required to satisfy the European Directive 2001/42/EC. The Directive requires a formal Strategic Environmental Assessment (SEA) of certain plans and programmes that are likely to have significant effects on the environment. SEA is transposed into UK legislation through the Environment Assessment of Plans and Programmes Regulations 2004. SEA is focused primarily on environmental effects, whereas SA goes further by examining all the sustainability related effects of plans, whether they are social, environmental or economic. The process for undertaking SA is conducted in accordance with the requirements of the SEA Directive. Appendix 1 explains what the SEA directive is and signposts where the relevant information can be found within the document.

Habitats Regulations Assessment

- 3.16 The Conservation of Habitats and Species Regulations (as amended) (2010) [the Habitats Regulations] require that Habitats Regulation Assessment (HRA) is applied to all statutory land use plans in England and Wales. The aim of the HRA process is to assess the potential effects arising from a plan against the nature conservation objectives of any site designated for its nature conservation importance.

- 3.17 The objective of the HRA screening process is to determine whether likely significant effects on designated Natura 2000 sites, either alone or in combination may result from the implementation of the OKR AAP. 'Likely significant effect' in this context is any effect that may reasonably be predicted as a consequence of the plans that may affect the conservation objectives of the features for which a site was designated.
- 3.18 The HRA of the AAP/OAPF will be undertaken alongside the IIA with the findings of the HRA informing the IIA. The methods and findings of the HRA process will be reported separately from the IIA and will be sent to the statutory consultee (Natural England) and placed for consultation for the wider public.
- 3.19 The information collated in the baseline information and from consultation on the scoping report has been mapped, reviewed and assessed against the draft policies and strategies of the draft OKR AAP to determine whether there is potential for the integrity of these sites to be affected. Site integrity is defined as:
- 3.20 *“the coherence of its structure and function across its whole area that enables it to sustain the habitat, complex of habitats and/or the levels of populations of the species for which it was classified”*
- 3.21 The HRA of the draft OKR AAP has been undertaken alongside the IIA, with the findings of the HRA informing the IIA. The methods and findings of the HRA process are reported separately from the IIA and the report has been approved by the statutory consultee (Natural England) and placed online to be accessed by the wider public.
- 3.22 The HRA screening process has found that the policies and site allocations to be adopted under the draft OKR AAP will have no negative impact on the four European Sites that are located within a 10km boundary of Southwark, either alone or when considered in combination with other existing plans and projects. In light of this finding, it is not required to carry out any further HRA analysis.

Health Impact Assessment

- 3.23 Health Impact Assessment (HIA) is a combination of procedures, methods and tools by which a policy, program or project may be judged as to its potential effects on the health of a population, and the distribution of these effects within the population. In this context health can be defined as both physical and mental health and well-being. HIA also considers the potential effects on the determinants of health such as life circumstances and lifestyles. HIA is still a relatively new concept and as yet, there is no one standard method for conducting HIAs. However it should involve all relevant stakeholders and use a range of methods to gather data as evidence. While HIA is not required by law it is considered good practice, particularly since responsibility in managing the health of populations was transferred from national government to local authorities following the Health and Social Care Act 2012.
- 3.24 A Health and Wellbeing Impact Assessment (HIA) has been collated to identify the impacts of planning issues on health in the borough. This is centred round the assessment of the plan using four key themes:
- Housing design and affordability;
 - Accessibility and active travel;
 - Healthy environment; and

- Vibrant neighbourhoods.

- 3.25 These findings are reflected in a separate report (Appendix G of the OKR AAP) and used to inform the IIA. This report is a desktop based assessment of the health impacts of the draft OKR AAP. The HIA uses the HUDU Model to identify health impacts of the policies in the draft OKR AAP. The HUDU Planning Contributions Model is a comprehensive tool to assess the health service requirements and cost impacts of new residential developments. The public health team at Southwark was also given the opportunity to comment and give guidance.
- 3.26 The key identified health impacts on the proposed submission version OKR AAP are surrounding mental health and wellbeing in regards to creating a strong sense of place, and easily navigable and legible pedestrian routes and public realm. This is especially important for the elderly, and for those with neurological conditions or disabilities as it allows for independent living and improves safety and security for all. There are also issues surrounding the prevalence of hot food takeaways and obesity, which the OKR AAP and public health initiative School Superzones aims to address.
- 3.27 The transport policies ensure greater safety and accessibility to active travel and improve the pedestrian experience to encourage more active lifestyles for all. In terms of air quality and pollution, there are also issues around the impact of poor air quality on life expectancy, health and quality of life. These are all issues the OKR AAP aims to mitigate.
- 3.28 The findings of the Health and Well-being Impact Assessment have underpinned and directly informed the production of the IIA. . The IIA in its assessment of the policies and their impact has taken into consideration the potential health impacts of the plan. The sustainability objectives also make due regard to the potential health impacts arising from the implementation of policies in the draft OKR AAP. The baseline data and indicators in the IIA provide a context for need in the borough and have informed the assessment of policies in the HIA.
- 3.29 The EQIA has also assessed the health impacts of the policies of the proposed submission version OKR AAP against the protected characteristics and socio-economic disadvantage. It has indicated what the potential positive, negative or neutral impacts will be on health, and provided a mitigation method where there is a negative impact.

Section 4. Background

Purpose of the Integrated Impact Assessment

- 4.1 This IIA will follow the same methodology as the IIA carried out for the first preferred option. The purpose of Sustainability Appraisal (SA) is to ensure that sustainable development has been integrated in the formulation of development plans and to verify that due consideration has been given to social, economic and environmental factors. The SA must also show how the requirements of the Strategic Environmental Assessment (SEA) Directive have been met. The National Planning Practice Guidance (NPPG) states that SEA can be undertaken as an integral part of the SA. The Integrated Impact Assessment (IIA) considers the sustainability impacts of the plan in addition to impacts on health and equalities

Planning and Sustainable Development

- 4.2 The National Planning Policy Framework (NPPF) (2023) provides the over-arching national policy to deliver sustainable development through the planning process. There are three dimensions to sustainable development: economic, social and environmental, giving rise to the need for the planning system to perform a number of roles:

- an economic role – contributing to building a strong, responsive and competitive economy, by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth and innovation; and by identifying and coordinating development requirements, including the provision of infrastructure;
- a social role – supporting strong, vibrant and healthy communities, by providing the supply of housing required to meet the needs of present and future generations; and by creating a high quality built environment, with accessible local services that reflect the community's needs and support its health, social and cultural well-being; and
- An environmental role – contributing to protecting and enhancing our natural, built and historic environment; and, as part of this, helping to improve biodiversity, use natural resources prudently, minimise waste and pollution, and mitigate and adapt to climate change including moving to a low carbon economy.

- 4.3 The National Planning Policy Framework states that:

*“Local plans and spatial development strategies should be informed throughout their preparation by a sustainability appraisal that meets the relevant legal requirements. This should demonstrate how the plan has addressed relevant economic, social and environmental objectives (including opportunities for net gains).”- **NPPF, para 32***

- 4.4 The NPPG sets out the key stages and tasks for the SA process and their relationship with the Local Plan process, which are illustrated in Figure 2.1. It is important to note that IIA is an iterative and on-going process. Stages and tasks in the IIA process may be revisited and updated or revised as a plan develops, to take account of updated or new evidence as well as consultation responses.
- 4.5 Following this process, this document sets out the context, other policies, plans and programmes and a summary of the baseline information from the scoping stage in Section 5. This information was used to set out the issues in Section 4. These issues form the basis for the IIA Framework in Section 7. That framework is used to assess the plan options and alternatives in Section 6 and to assess the policies in Section 8, 9 and 10. Section 11 explains the next stages in the plan preparation, implementation and future monitoring.

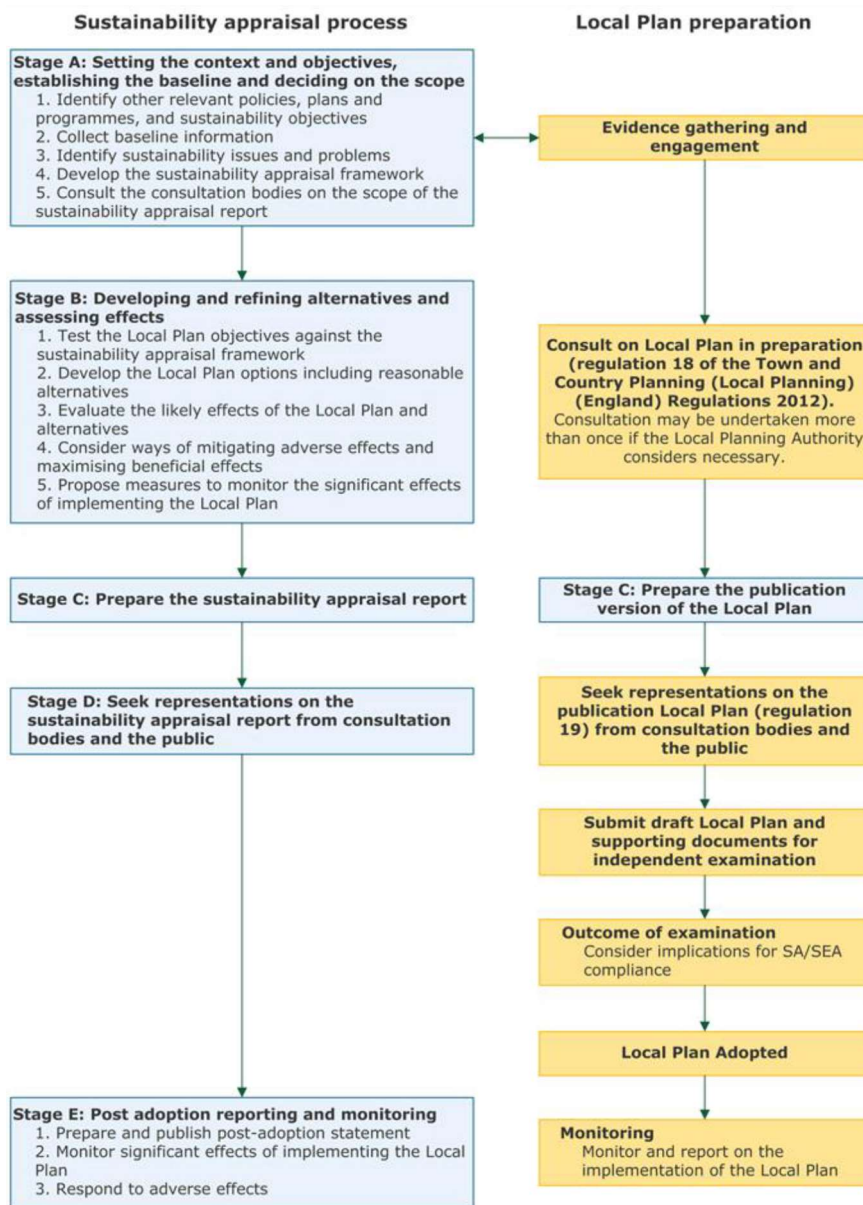


Figure 4.1 from Local plan-making, National Planning Practice Guidance 2014

Process

<p>Stage A – Scoping</p>	<p>Setting the context and objectives, establishing the baseline and deciding on the scope.</p> <p>Consultation on the scoping report took place from 12 February 2016 - 18 March 2016</p>
<p>Stage B – Testing alternatives</p>	<p>Developing and refining options and assessing effects against the IIA framework.</p> <p>Options were considered in community forum events throughout 2015-2016.</p>
<p>Stage C – Prepare the Integrated Impact Assessment Report</p>	<p>This stage involves testing in detail the impacts of the preferred options. The IIA report is prepared for consultation with the public along with the consultation on the Draft AAP.</p>
<p>Stage D – Seek representations from consultation bodies and the public</p>	<p>Consultation on the draft AAP and IIA report has taken place in five phases over the past 9 years. The next stage of consultation for the proposed submission version OKR AAP 2024 will take place from November 2024 to January 2025.</p>
<p>Stage E – Post adoption reporting and monitoring</p>	<p>Following public examination by the Planning Inspectorate, the OKR AAP is adopted and monitoring reports are prepared to measure the implementation of the plan.</p>

Stages of the preparation on the draft OKR AAP

- 4.6 Community consultation has been carried out as an ongoing process to make sure that local residents, businesses and stakeholders are informed of the changes within the area. Our SCI sets out how individuals, community groups, developers and anyone else who may have an interest in local plans should be consulted on planning documents.
- 4.7 The first stage of formal consultation for this IIA involved the IIA Scoping Report, referenced in Appendix 11. SEA regulations require that the contents of the scoping report must be consulted on with the following ‘authorities with environmental responsibility’: Natural England, Environment Agency and Historic England.

- 4.8 We initially assessed and consulted on three options for the plan. In the latest version of the AAP we have refined these options to reflect the two scenarios that would likely be delivered in reality, with or without extension of the Bakerloo Line.
- 4.9 Following consultation on the December 2020 draft OKR AAP , this current version is the proposed submission version of the OKR AAP.
- 4.10 As we move forward to develop the submission version AAP we will continue to assess the sustainability implications across the area. We will also consult the same groups and organisations on the sustainability report at the next stage. An extensive list of local consultees on our planning policy database were consulted.

The Old Kent Road Area Action Plan, Integrated Impact Assessment: Scoping Report

- 4.11 The Old Kent Road Area Action Plan, Integrated Impact Assessment: Scoping Report (OKR AAP IASR) was consulted on during the period between **12 February 2016** and **18 March 2016**. The OKRAAP IASR (**Appendix 11**) considered relevant baseline information (**Appendix 3**) regarding key environmental, social and economic matters within the borough which are likely to be impacted by OKR AAP policies. The OKR AAP IASR also established the framework for undertaking the IIA by setting out sustainability, health and equalities objectives, decision making criteria and indicators used to measure the impacts of the emerging policies. These were updated as part of consultation responses, where the finalised seventeen IIA Objectives can be found in **Appendix 8**. The way which these objectives will be monitored on an ongoing basis is identified in **Appendix 9** through selected baseline indicators.

Consultation Responses on the IIA

- 4.12 The first stage of formal consultation for the OKR AAP IIA involved the IIA Scoping Report, which was published for consultation in February and March 2016. SEA regulations require that the contents of the scoping report must be consulted on with the following 'authorities with environmental responsibility':
- Natural England
 - Environment Agency
 - Historic England
 - Sport England
- 4.13 The law requires the statutory organisations be provided with five weeks in which to respond to the Scoping Report. Consultation responses from all respondents to the consultation have been used to update the relevant elements of this IIA report and to inform the preparation of the draft OKR AAP.
- 4.14 Consultation responses on the Scoping Report set out in Appendix 11 included suggestions for some minor amendments to be incorporated and also suggestions were put forward for: additional baseline information to be included in the appendices; recommendations for amending some of the objectives; recommendations for new sustainability questions and suggestions for amending and creating new indicators.

- 4.15 As we move forward, we will continue to assess the sustainability implications across the wider area. We will also consult the same groups and organisations on the sustainability report at this stage.
- 4.16 Government guidance also recommends that additional bodies can be consulted in order to represent the social and economic aspects of sustainability. An extensive list of local consultees on our planning policy consultation database was consulted.

Social Regeneration Indicators (Fairer Future Promises)

- 4.17 Southwark Council has prepared a set of social regeneration indicators which will monitor social regeneration impacts in the borough. The social regeneration indicators will sit alongside the Council Plan to monitor the high-level impact that our actions are having across the borough and the progress we are making in achieving our regeneration for all ambitions.
- 4.18 The council adopted an initial Southwark Regeneration Framework in September 2017. A revised Regeneration that Works for All Framework was adopted in January 2019. The Framework identifies 10 Social Regeneration Charter Areas in the borough. A Social Regeneration Charter must be prepared for each area which will set out the vision, the specific opportunities, challenges and our priorities for the area, using the Social Regeneration Indicators as a means of monitoring. The Charters will also inform the local Community Infrastructure Levy priorities for the area.
- 4.19 Social Regeneration Charters have been adopted for Canada Water (December 2018), St Thomas Street (December 2019), and the Old Kent Road (January 2020). A draft Charter for Borough & Bankside is awaiting adoption at the time of writing. Charters are currently being prepared for Bermondsey & The Blue, Camberwell, Peckham and Nunhead, and Walworth subject to public consultation.
- 4.20** Details of the Old Kent Road Social Regeneration Charter are set in **Appendix 2 Relevant Plans and Strategies**. This document was drawn up in consultation with the local community and sets out social regeneration objectives that have informed the vision, strategy and objectives for the OKRAAP.
- 4.21 The outcomes measured through the Social Regeneration Indicators inform the IIAOs and Baseline Indicators described in **Appendix 4** and **Appendix 8**. They will be used across the council and by partners to inform council activities, plan strategically for the future and influence others.

Identifying Other Relevant Plans, Strategies and Programmes

- 4.22 To establish a clear and concise scope for the IIA it is necessary to identify and review the relevant policies, plans and programmes that may influence the content of the draft

OKR AAP. The process of an IIA appraisal enables potential relationships to be identified that will allow any synergies to be exploited and any inconsistencies and/or constraints to be addressed. Additional objectives and indicators which would assist in analysing and comparing economic, environmental and social impacts are also identified.

- 4.23 The policy framework is constantly evolving: at a national level, the NPPF and NPPG are now in place; at a regional level, the London Plan 2021 and associated SPG's are subject to on-going review.
- 4.24** At a local level, planning decisions in Southwark are influenced by a number of statutory plan-making authorities and policy is developed with regard to corporate Council-wide strategies. In addition the evidence base draws on the Southwark Plan and associated framework documents which were adopted in February 2022.
- 4.25 **Appendix 2** provides an overview of the key international, national, regional and local policies, plans and programmes that inform the OKR AAP and the accompanying IIA.

Southwark's Local Plan

- 4.26 The "Local Plan" refers to all relevant documents that are prepared by a local planning authority in planning for the future and in assessing and making decisions on planning applications. There are several layers and sub-sets to a Local Plan. The following documents together, make up Southwark's current Local Plan:
- 4.27 The National Planning Policy Framework (NPPF) was updated in 2023. To aid understanding and interpretation of the NPPF, the government also produced topic-based National Planning Practice Guidance (NPPG). However, the guidance does not constitute formal policy and so does not hold significant weight in the determination of planning applications. The NPPF seeks to establish planning policies applicable to the UK as a whole. Unless otherwise justifiable, all regional and local planning policy must be in general conformity with the NPPF.
- 4.28 The London Plan 2021 contains the regional planning policy for Greater London as a whole. The London Plan considers long-term, large scale, strategic issues as well as more detailed policy suited specifically to London, for example prescribing acceptable levels of density in a London context. The Mayor of London also produces more detailed Supplementary Planning Guidance (SPG) to aid understanding and interpretation of the planning policies in the London Plan. Unless otherwise justifiable, all London borough local planning policy must be in general conformity with the London Plan.
- 4.29 The Southwark Plan was adopted in February 2022. It contains the overarching spatial plan and vision for the borough; detailed development management policies used to assess planning applications; and incorporates area specific policies. It is noted throughout this IIA that some of the policies in the proposed submission version OKR AAP have been diluted since the 2020 draft version to reflect the adoption of the Southwark Plan.

- 4.30 Other area and topic based Supplementary Planning Documents (SPD's) - These do not constitute planning policy and their purpose is to aid understanding and provide a more detailed interpretation of and guidance to local Southwark planning policies.
- 4.31 Neighbourhood Plans – Southwark has several Neighbourhood Forums either established or currently in the process of being established with the objective of designating a Neighbourhood Area. Designated Neighbourhood Forums are able to prepare a Neighbourhood Plan which must be in general conformity with the local, regional and national planning policy. There are currently no Neighbourhood Plans which impact the Old Kent Road area.
- 4.32 The Local Development Scheme (LDS) sets out the timetable for the preparation and adoption of Southwark's various planning policy documents (such as those listed above). This schedule takes into account the different stages of plan preparation including evidence base preparation, background studies, and various consultation phases and where relevant any public hearings that the Council will need to satisfy before adopting policies. This is updated annually.

Old Kent Road's Area Action Plan

- 4.33 Once adopted the Old Kent Road Area Action Plan (OKR AAP) will become area-specific planning policy for the Old Kent Road Opportunity Area. New development in the Old Kent Road will need to be in compliance with the OKR AAP and the Southwark Plan.
- 4.34 The OKR AAP explains the council's strategy and vision for regeneration of the Old Kent Road from 2019 to 2036. . The OKR AAP:
- Sets out an indicative masterplan and policies to support:
 - The delivery of:
 - 20,000 new homes of which 7,000 will be affordable
 - 2 new tube stations on the Bakerloo Line Extension
 - 10,000 new jobs
 - New health centre
 - Two new district town centres and a revitalised high street
 - The protection of local businesses and attracts more businesses into Old Kent Road to increase job opportunities
 - The enhancement of local distinctiveness and protecting our heritage assets
 - The delivery of new open spaces, green infrastructure and to promote opportunities for healthy activities

- 4.35 The OKR AAP also explains how development will be delivered and may inform future decisions about investment in infrastructure to provide a Fairer Future for all residents, as identified in the council's Fairer Future Promises².

What are the Sub Areas and Site Allocations?

- 4.36 **Sub Areas:** The Old Kent Road's neighbourhoods each have a rich, varied and unique character. The OKR AAP contains a vision and masterplan for each area setting out what the neighbourhood will be like in the future, and how new development will help achieve this. The sub areas set out the existing individual character of the Old Kent Road's neighbourhoods and how the OKR AAP will help to build on this character as sites come forward for development. They will set out how development will seek to protect, enhance and incorporate heritage assets in new development and will identify key opportunities for new development including improvements in public realm, walking and cycling routes, health and education facilities and green links.
- 4.37 **Site allocations:** Site allocations comprise a detailed list of potential development sites that the council has identified for future development. Councils are required to identify and allocate development sites in their local plans to help ensure strategic needs for housing, employment, schools and health facilities and more can be met. To ensure this, the council has the opportunity to set out key land use and other requirements for each site, including indicative densities, routes through sites and any other requirements the council deem necessary. Each site also has an illustrative masterplan to indicate how the development will configure together to deliver housing, employment, community facilities, schools and open space. The Old Kent Road site allocations are also proposed in the New Southwark Plan which has been submitted for Examination.

Appraisal of the Sub Areas and Site Allocations

- 4.38 Sub areas provide the strategic vision for the future of each neighbourhood's illustrative masterplan. They set out key infrastructure enhancements, opportunities for public realm and transport improvements and growth opportunities for new homes and jobs. Sub areas also identify the prevailing character of different places to be renewed, retained or enhanced. Development proposals should be formulated in the context of the relevant sub area and should demonstrate how they contribute towards realising the sub area for that area.
- 4.39 Site Allocations are planning policies which apply to key potential development sites of strategic importance. Site allocations are needed to ensure that when a strategic site comes forward for redevelopment it integrates well into its surroundings and contributes towards meeting strategic needs for new homes, jobs and infrastructure. Site allocations set out the land uses that must be provided as part of any redevelopment alongside other acceptable land uses that may be provided in addition to the required land uses. For example, site allocations may specify that development must provide new public open space, new public access routes, and new health or education facilities.

4.40 The full appraisal of the sub areas and site allocations is provided within **Appendix 7**.

How has sustainability, health and equalities been considered in the development of the Proposed changes to the draft OKR AAP?

4.41 For the HIA element of the IIA the impacts on the population groups listed in Table 4.3 will be considered:

Children 0-16	Unemployed
Young Adults 16-25	Low Income
Adults 25-65	Homeless/Street Community
Older Adults 65+	Refugees and asylum seekers
People with alcohol and drug problems	Ethnic groups
People with long term illness	Learning difficulties
People with mental health problems	Physical disabilities
Residents	Carers
Visitors	People who experience domestic violence

Table 4.3 Population groups considered in the HIA.

4.43 The IIAO indicators give due regard to the population groups in Table 4.3. The HIA assesses the health impacts of the policies on the above population groups in more detail in a separate document. The HIA was completed as a separate appraisal (Appendix G of the OKR AAP) using the HUD Urban Planning Checklist assessing the health impacts of the policies cumulatively of the OKR AAP.

- 4.44 For the EqIA element of the IIA the impacts on the protected characteristics listed below in Table 4.4 will be considered.
- 4.45 The Equality Act was introduced in October 2010. It replaces and extends all previous equality legislation into one overarching act. The Equality Act 2010 outlines a number of “protected characteristics”, which are the groups of people or communities where the government feels that discrimination or unfair treatment could arise. The IIA will consider if there are any unintended consequences for some groups and if the policies will be fully effective for all target groups.

Age	A person belonging to a particular age (e.g. 32 year olds) or range of ages (e.g. 18-30 year olds).
Disability	A person has a disability if s/he has a physical or mental impairment which has a substantial and long-term adverse effect on that person's ability to carry out normal day-to-day activities.
Gender reassignment	The process of transitioning from one gender to another.
Marriage and civil partnership	In England and Wales marriage is no longer restricted to a union between a man and a woman but now includes a marriage between same-sex couples. Same-sex couples can also have their relationships legally recognised as 'civil partnerships'. Civil partners must not be treated less favourably than married couples (except where permitted by the Equality Act).
Pregnancy and maternity	Pregnancy is the condition of being pregnant or expecting a baby. Maternity refers to the period after the birth, and is linked to maternity leave in the employment context. In the non-work context, protection against maternity discrimination is for 26 weeks after giving birth, and this includes treating a woman unfavourably because she is breastfeeding.

Race	A group of people defined by their race, colour and nationality (including citizenship) ethnic or national origins.
Religion and belief	Religion has the meaning usually given to it but belief includes religious and philosophical beliefs including lack of belief (e.g. Atheism). Generally, a belief should affect your life choices or the way you live for it to be included in the definition.
Sex	A man or a woman.
Sexual orientation	Whether a person's sexual attraction is towards their own sex, the opposite sex or to both sexes.

Table 4.4 Protected Characteristics included in the Equalities Act 2010 and their definitions as set by the Equalities and Human Rights Commission³

- 4.46 The EQIA also assesses the impact of the policies in the draft OKR AAP on those with socio-economic disadvantage. This is aligned with Southwark Council's objectives to deliver a fairer future for all.
- 4.47 The EQIA was completed in a separate document (Appendix F of the OKR AAP) and assessed the impacts of each the strategy, vision, policies, sub areas and site allocations on each of the above protected characteristics and of socio-economic background. Where these impacts were negative mitigation was provided and details of the monitoring laid out to continuously ensure that as the plan progresses the impacts of the policies are positive.
- 4.48 A Mental Health and Wellbeing Screening report has also been prepared to support the IIA appraisal, the results of this are set out in Appendix 13.

Southwark Council's approach to equality: Southwark Council Equality Framework 2021

- 4.43 This report sets out the overarching equality objectives which are linked to the strategic priorities of the council. The objectives below will also be considered in the IIA and are set out below:
- Stand together against all forms of racism and discrimination
 - Tackle health inequalities so everyone can live a healthy life
 - Reduce the number of vulnerable people in our borough, including by providing
 - targeted engagement and support to groups most affected by COVID-19
 - Provide decent homes for all

- Give young people in our borough the best opportunities in life
- Put communities at the heart of everything we do from services to decision-making,
- ensuring everyone is heard especially marginalised communities
- Deliver a fair and green economic recovery where no-one is left behind
- Tackle abuse, harassment, exploitation and violence

Section 5. Baseline Data: Summary of findings

Links to other policies, plans and programs

- 5.1 It is important to identify this policy framework at an early stage as a wide range of guidance and initiatives influence the United Kingdom's planning system and the development of planning policy in Southwark. A considerable number of relevant documents were identified at the international, national, regional and local levels as part of the Scoping Report. Since the consultation on the Scoping Report, additional or more recent documents of relevance have been identified and these have been included in the table set out at Appendix 2. This provides an overview of the key international, national, regional and local policies, plans and programmes that informs the AAP/OAPF and accompanying IIA.
- 5.2 In order to establish a clear and concise scope for the IIA it is necessary to identify and review the relevant policies, plans and programmes that may influence the content of the OKR AAP. This process enables potential relationships to be identified that will allow synergies to be exploited and any inconsistencies and constraints to be addressed. It will also identify additional objectives and indicators, which will assist in analysing and comparing economic, environmental and social impacts throughout the IIA and help in identifying key sustainability issues.
- 5.3 The policy framework is constantly evolving: at a national level, the National Planning Policy Framework (NPPF) and National Planning Practice Guidance (NPPG) are now in place, at a regional level; the London Plan was adopted in 2021 and associated Supplementary Planning Guidance (SPG) are subject to on-going review.
- 5.4 At a local level, planning decisions in Southwark are influenced by a number of statutory plan-making authorities and policy is developed with regard to corporate Council-wide strategies. In addition the evidence base continues to evolve as the Southwark Plan undergoes an early review.
- 5.5 It is important to identify this policy framework at an early stage as a wide range of guidance and initiatives influence the United Kingdom's planning system and the development of planning policy in Southwark. A considerable number of relevant documents were identified at the international, national, regional and local levels as part of the Scoping Report (**Appendix 11**). Since the consultation on the Scoping Report, additional or more recent documents of relevance have been identified and these have been included in the table set out in **Appendix 2**. This provides an overview of the key international, national, regional and local policies, plans and programmes that informs the OKR AAP and accompanying IIA.

Summary of baseline information

- 5.6 The aim of collecting baseline information is to assemble data on the current state of the area and the likely future state. The information then provides the basis for predicting and monitoring effects. Collecting baseline information is also a way of identifying sustainability problems and alternative ways of dealing with them.
- 5.7 Both qualitative and quantitative data has been used to inform the baseline analysis. Quantitative data has been taken from monitoring and research activities currently being carried out by a variety of organisations. Qualitative information is more often based on judgement and is particularly useful for objectives that relate to the character and quality of the built environment.
- 5.8 A summary of the baseline information is provided in **Appendix 3**.

Problems in collecting baseline data

- 5.9 Problems arose because in some instances where data did exist it was often either at the wrong geographical scale e.g. borough/regional/national or held over insufficient time to show a trend. There was also a case where some baseline data was no longer being collected. Where qualitative data has been used, it has not always been possible to provide an analysis of trends.
- 5.10 Monitoring is carried out more frequently for some indicators than others. In addition, some of the gaps in data still remain. In the future, if data is still not available for some indicators it may be more appropriate to select alternative indicators. However, in some cases where there are no suitable indicators relating to an objective, the objective itself may need to be revised or deleted. The baseline data has been used to describe the current social, economic and environmental characteristics. Where possible, data specific to the borough has been used.

Key environmental, health and equality issues

- 5.11 Table 5.1 identifies key sustainability issues that have been identified for the Old Kent Road AAP which the IIA will address. These have been abstracted from the findings of **Appendix 3** which divide contextual characteristics and baseline indicators into economic, social and environmental conditions.
- 5.12 These have also been identified through monitoring, engagement with stakeholders, a review of relevant policies, strategies and programmes and existing council evidence base documents, and a survey of baseline data and information about the borough.
- 5.13 The sustainability issues are set out in the context of a number of themes, in recognition of the over-arching status and the format of the draft OKR AAP.

Table 5.1 identifies sustainability issues that have been identified for the Old Kent Road opportunity area which the IIA will address.

Table 5.1 : Key environmental, health and equality issues
Theme 1: Climate Emergency
Mitigating against and adapting to the Climate Emergency
<ul style="list-style-type: none"> • Address the Climate Emergency by achieving carbon neutrality in the Old Kent Road • Create low carbon jobs and businesses • Reduce carbon emissions from transport of people and goods, and construction • Provision of public transport • Reduction in waste and more efficient use of resources
Theme 2: Quality Affordable Housing
Homes
<ul style="list-style-type: none"> • Providing everyone with a decent and affordable home to live in to meet housing needs of present and future generations • Providing and maintaining suitable accommodation for those with specialist need, vulnerable individuals and families. • Improving existing housing stock and delivering new council housing • Providing the right mix and balance of housing types, sizes and tenures in areas of the borough • Optimising the efficient use of land to create mixed use neighbourhoods • Contributing to delivery of the London Plan housing target by maximising the number of homes which can be provided in the opportunity area • Delivering quality housing to help reduce health inequalities and improving health • Ensuring the demand for specialist accommodation, such as student housing, is met and successfully integrated to create mixed and inclusive neighbourhoods
Theme 3: Revitalised Neighbourhoods
Revitalised Neighbourhoods
<ul style="list-style-type: none"> • Addressing relatively high levels of deprivation and low incomes among the existing population of the opportunity area • Improving access to services to help reduce health inequalities • Improving the health of the population in the opportunity area by improving lifestyle (such as unhealthy diet) and mitigate the influence of external factors such as noise and air pollution affecting mental and physical illness associated with unemployment and poverty • Reducing the high levels of crime and fear of crime • Accommodating a growing population • Addressing poor parts of the local environment that lead to physical inactivity • Maintaining local distinctiveness and protecting and enhancing place-making assets • Improving safety and facilities for young people including play space and sports facilities •
Design, Heritage and Environment

<ul style="list-style-type: none"> • Ensuring a high quality of design in new developments to ensure accessibility, inclusivity and interaction • Protecting and enhancing biodiversity and access to the natural environment • Mental health benefits from access to nature, biodiversity, green space and water • Addressing existing open space deficiencies and poor access to private open space; improving the use of open spaces for sport, leisure and environmental purposes • Increasing green links, for sustainable transport across the area and access to open spaces, improving the public realm and overcoming the severance barrier of the Old Kent Road • Need to preserve and enhance the historic environment and built heritage including the conservation areas within and around the opportunity area • Securing a positive and viable future for heritage assets at risk • Protection of landscape features and designated sites • Sensitivities around very tall buildings
Theme 4: Strong local economy
Business, Employment and Enterprise
<ul style="list-style-type: none"> • Addressing employment inequalities and reducing the barriers to employment • Increasing employment opportunities through training to increase skills • Accommodating changing demands as a result of changing trends in industrial activity and the modernisation of businesses • Providing new jobs in the opportunity area as part of mixed use development opportunities • Providing space for businesses of all sizes to establish and grow • Considering impacts of regeneration on existing businesses and a need for relocation strategies where appropriate • Providing the incorporation of space for small and medium sized enterprises and encouraging managed and affordable workspace by specialist providers • Maintaining progress in educational attainment, skills and aspirations of residents • Facilitating the growth of an emerging life sciences cluster for South East London
Town Centres
<ul style="list-style-type: none"> • Ensuring provision of sufficient shopping space to meet needs and seeking to cluster this within existing or new town centres • Supporting a transition from out-of-town style development based around retail parks to town centre and mixed use development • Improving retail choice and the balance of retail and other town centre uses • Supporting local people to make healthier choices • Creating attractive and safe pedestrian shopping environments and encouraging sustainable forms of transport to town centres • Attracting and facilitating town centre investment • Protecting essential shopping services for local communities
Theme 5: Well-being: The best start in life, child and youth provision and Healthy streets
Social Infrastructure
<ul style="list-style-type: none"> • The creation of healthy, cohesive, inclusive and safe environments • Providing adequate community facilities and infrastructure to meet the needs of a growing population and facilitate social interaction • Addressing the needs of faith groups and continuing to provide for multiple places of worship in the opportunity area

- Identifying appropriate locations for community facilities
- Provision of training, education, recreation and sports for children and youth

Theme 56: Movement and Transport

Travel

- Improving the transport network and infrastructure on Old Kent Road
- Improving the legibility and safety of the Old Kent Road including crossing points for pedestrians
- Improving the health of the population by promoting healthy lifestyles including active forms of travel such as walking and cycling
- Reducing congestion and pollution and managing traffic flows on the Old Kent Road
- Reducing car parking
- Managing delivery and servicing activities for mixed use development
- Improving accessibility by public transport
- Supporting provision of the Bakerloo Line extension with two new stations on Old Kent Road

Theme 7: Cleaner, greener, safer

Sustainability

- Mitigating and adapting to climate change
- Minimising flood risk and improving resilience to flood risk
- Maintaining improvement in recycling and the management of waste
- Improving energy efficiency and use of renewables
- Providing opportunities for heat and power networks.
- Addressing poor air quality around the Old Kent Road and decreasing level of emissions from industry, construction and traffic
- Ensuring sustainable use of water resources
- Ensuring that there is social, physical and green infrastructure capacity for existing and future needs
- Reducing the impact of noise, in particular traffic noise associated with the Old Kent Road
- Ensuring high standards of sustainable design are achieved in the built environment
- Reducing health risks from toxicity of contaminated land due to past industrial land uses
- Meeting the high demand for food growing as an opportunity for active lifestyles, healthy diet and tackling food poverty
- Improving water quality, sustainable drainage and the enhancement of green infrastructure to manage flood risk and improve biodiversity

Section 6. Options-testing for the AAP

The Assessment of Options

- 6.1 This section outlines and provides a summary on the options that have been considered for the Old Kent Road AAP.
- 6.2 In addition to the options presented below, the development of the policies within the Old Kent Road AAP and the justification for their evolution is set out below.

Policy evolution

- 6.3 In response to external and internal consultation the OKR AAP policies have been iterated to reflect changes in design, land use, approach, priority and updated evidence bases and regional and national Planning policy and guidance.
- 6.4 We published the engagement summary ‘You Said/We Did’ document in 2019 detailing feedback from over 35 consultation events and over 1,000 comments made on the AAP. We also published the Old Kent Road Social Regeneration Charter which contained 10 promises. The revised AAP delivers on these promises.
- 6.5 For clarity, each of the development policies have been structured to set out a strategy, targets, expectations for planning applications and reasons for each policy theme.
- 6.6 The following table shows the proposed policies from each iteration of the plan through 2017, 2020 and 2024:

	2017	2020	2024
	Vision	Vision	Vision
	Strategy	Strategy	
	Delivery	Delivery	Delivery
	Funding	Funding	Funding
	Plan Objectives	Plan Objectives	Plan Objectives
AAP1	The Masterplan	Delivery of the Masterplan	The Masterplan
AAP2	Site Allocations	Bakerloo Line Extension and Infrastructure	Bakerloo Line Upgrade and Extension
AAP3	Infrastructure and Delivery	Climate Emergency (new policy)	Homes for All
AAP4	Social Regeneration to Revitalise Neighbourhoods	Quality Affordable Homes	Student Homes (new policy)
AAP5	Quality affordable homes	Businesses and workspace – The Bow Tie	Businesses and workspace – The Bow Tie
AAP6	Businesses and workspace – The Bow Tie	Town centre, leisure and entertainment	Life Sciences (new policy)

AAP7	Town centre, leisure and entertainment	Movement – People, Place and Experience (Public and Surface Transport) (new policy)	Town Centres, Leisure and Entertainment
AAP8	Tall Buildings Strategy – The Stations and Crossings	Tall Buildings Strategy – The Stations and Crossings	Movement
AAP9	Character and Heritage	Character and Heritage	The Greener Belt Strategy – Parks and Healthy Streets
AAP10	Parks, streets and open spaces – The Greener Belt	Design (new policy)	Tall Buildings Strategy – The Stations and Crossings
AAP11	Cleaner, greener, safer	Parks and Healthy Streets – The Greener Belt	Character and Heritage
AAP12	Healthy, active lives	Cleaner, Greener, Safer	Design
AAP13	Best Start in Life	Best Start in Life	Climate Emergency
AAP14		Child and Youth Provision	Water Management, Air, and Noise Quality
AAP15		Sub Areas and Site Allocations	Great Start in Life/ Child and Youth Provision

Strategy and Vision

- 6.7 The vision remains focused on re-establishing the Old Kent Road as one of London's most important arteries, connecting the city to the rest of Europe. There are three prongs to the vision: the 'Greener Belt'; 'Connecting Communities'; and the South Central Cluster'. The funding section has been updated to reflect changes in funding streams and bids.
- 6.8 The 'Central London Smiley' images used in the previous version of the AAP have been retained but reformatted to better to convey the Vision.
- 6.9 The plan objectives have been reviewed and minor amendments made to reflect updates to policies and additional objectives since 2020.

Delivery

- 6.10 The text content of AAP1 The Masterplan remains largely similar to policy in the draft OKR AAP 2020, but has been updated to ensure conformity with the Southwark Plan 2022 and the AAP masterplan and design codes. It also shows how the site allocations, including estimated numbers of homes and jobs which are identified in the Southwark Plan 2022 can be delivered.
- 6.11 AAP2 Bakerloo Line Upgrade and Extension now includes definitions to explain the acronyms BLE (Bakerloo Line Extension) and BLU (Bakerloo Line Upgrade). The timelines for the delivery of the BLE have been updated and the timescales of the the two-phase Housing Delivery Plan up to date, setting out that the 9,500 homes within Phase 1 are expected to be constructed by 2032, with the 10,500 in Phase 2

to be complete by 2042. References to investment in schools, health and leisure facilities have been removed from the policy and placed in AAP13 'Great Start in Life'. With regard to monitoring, the policy upholds the commitment in the 2020 OKR AAP to undertake annual reviews of both the grant of planning permissions and the implementation of schemes.

Homes for All

- 6.12 AAP3 Homes for All has been retitled to align with the Southwark Plan 2022 and has been moved forward in the plan. The policy content has been updated to reflect the adopted Southwark Plan 2022.
- 6.13 The commitment remains for at least 35% of new homes to be affordable (7,000 out of 20,000 new homes). However, as these requirements have been adopted in the Southwark Plan 2022, this has been moved from the main body of the policy to the 'Commitments' box to avoid repetition but ensure readers remain aware of the policy requirement.
- 6.14 The policy now makes express reference to providing new council housing including for the over-55s, and reinforces the local need for larger family homes. It also explicitly links housing density to the capacities the BLE can support, and strengthens the co-location ambition.
- 6.15 The Old Kent Road opportunity area overall is achieving the highest average % delivery in London at 51% affordable homes with approvals to date. This is included in the 'Reasons' section of the policy in order to demonstrate delivery.
- 6.16 A new policy AAP4 Student Homes has been introduced to the draft OKR AAP 2024 which addresses student housing. The objective of this new policy is to ensure that the provision of student housing integrates successfully with the Old Kent Road's existing and future neighbourhoods. The policy requires that proposed student housing developments demonstrate how they will contribute to the creation of mixed and inclusive communities.
- 6.17 The policy includes requirements for student housing proposals to make a contribution towards public open space or a payment-in-lieu where the required amount of open space cannot be delivered. This is as per the approach in the London Plan and is also reflected in Southwark's draft s106 and CIL SPD 2024. The affordable housing and wheelchair requirements in Southwark Plan 2022 Policy P5 for student housing proposals have not been included in the draft OKR AAP policy AAP5 to avoid duplication of existing policy.

Strong Local Economy

- 6.18 AAP5: Businesses and workspace – The Bow Tie has been updated to remove the requirements for affordable workspace and relocation options for displaced business as these are policy requirements in the Southwark Plan 2022. These have been moved to the 'Commitments' section so that readers are aware of the requirements but policy is not duplicated. The requirement for sprinkler tanks has been clarified so that it refers to all types of employment floorspace. The figure of 10,000 new jobs is underpinned by up-to-date projections for different kinds of

employment space (office, studios, light industrial and logistics/distribution etc.) and the estimated job numbers arising from this.

- 6.19 AAP6: Life Sciences is another new policy to be included in the draft OKR AAP 2024. It has been placed after AAP6 because of the common theme of seeking to diversify and strengthen the Opportunity Area's economy. The Old Kent Road area holds potential to provide wet labs and other facilities associated with medical and life science sectors. The policy is borne out of the Life Sciences Strategy produced and promoted by SC1 London, which aims to make south central London a world-recognised district for life sciences.
- 6.20 AAP7: Town centres, leisure and entertainment has been updated to make it clear that are two District Town Centre in the Old Kent Road Area. The 'Strategy' section has also been updated to reflect changes to the NHS strategy for the borough by referring to the Old Kent Road health hub and including a map identifying sites where the health hub could be located. The 'Reasons' section of the policy has been updated to include details of redevelopments currently under construction, as well local investment projects underway, including those that have received Future High Streets granting funding.

Movement

- 6.21 AAP 8: Movement has been updated to include the ambitions to make the Old Kent Road High Street an exemplary Healthy Street; design commercial servicing intelligently to ensure the mixed use agenda is successfully delivered; and deliver leisure links to improve the walking and cycling experience across the Opportunity Area.
- 6.22 The 'Development Must' section of this policy has been updated to require consideration of cargo bikes and the payment of a financial contribution towards the TfL-led Bus Service Improvements programme.
- 6.23 AAP9: The Greener Belt Strategy – Parks and Healthy Streets, the name of which differs slightly to that used in the draft OKR AAP 2020, now has a more detailed 'Strategy' section explaining the rationale behind the Greener Belt.
- 6.24 The updated policy includes further explanation about how the public open space "equalisation" mechanism works. It also includes two guides, one named 'Principles of Public Open Space Delivery' and the other 'Principles of Playspace Delivery', to help developers prepare their planning application proposals.
- 6.25 The locations and sizes of parks proposed in the draft OKR AAP 2020 remain largely unchanged in the 2024 draft, with the exception of an increase in size of the Livesey or Gas Works Park.
- 6.26 There has been some rationalisation and elaboration of the 'Reasons' section of the policy.
- 6.27 AAP10: Tall Buildings - The Stations and the Crossings is similar but additions have been to the design requirements of tall buildings, including consideration of townscape, relationship to heritage assets, and managing changes in urban scale

and form. More detail has also been provided about the role that Tier One, Two and Three tall buildings will play in the townscape. There have also been some deletions where the wording reflected the Southwark Plan 2007 tall building policy, as this has now been rescinded since the adoption of the Southwark Plan 2022.

Design and Conservation

- 6.28 AAP 11: Character and Heritage still reflects a strong desire to conserve and enhance the local character of the Old Kent Road, especially the industrial character. Following the adoption by the council in December 2023 of 'locally listed buildings', this policy has been updated where appropriate to refer to this designation. The policy continues to identify a small number of buildings in the Opportunity Area that are not locally listed but nevertheless warrant a degree of protection because of their townscape, architectural, cultural and/or heritage merit. These are reflected on the accompanying map.
- 6.29 The proposed 5 new conservation areas have now been adopted. A new section entitled 'We Have' has been added to the policy to reflect this. The 'We Have' section also mentions the successful conservation of the historic industrial chimney at Glengall Road as part of redevelopment proposal.
- 6.30 The policy gives stronger emphasis to the archaeological heritage of the Opportunity Area, requiring developments to conserve sites of interest including and, where appropriate, make the results of archaeological work publicly accessible
- 6.31 AAP12: Design has been updated to make an express requirement for new development to be well designed and constructed in high quality durable materials. A targets section has been added to match the format of the other policies sub divided into 'We Will' and 'We Have' sections. Some of the topic based design guidance has been retained and made more detailed where it applies masterplan wide, with the area-based detailed design guidance now included in the sub-areas. Some sections of the guidance have been removed to avoid repetition with the Southwark Plan 2022 design policies. The locations and sizes of parks proposed in the draft OKR AAP 2020 remain unchanged in the 2024 draft.

Environment

- 6.32 AAP13: Climate Emergency (previously AAP3) has been moved to sit alongside the other environment policies. It still sets out the priority for new development to connect to the District Heat Network and to reduce carbon emissions and to make use of waste heat from SELCHP. A map of the proposed District Heat Network which is currently under construction has been added with additional information about how that will be delivered based on the business case and feasibility study worked up over the last two years.
- 6.33 AAP13 also gives focus to reducing emissions generated by transport, through delivering car free development and facilitating new industrial typologies that encourage electrification and cargo bikes/quadracycles. The stacked logistics hub at Mandela Way, granted consent in 2023, is an example of a typology that responds to the Last Mile Logistics challenge.

- 6.34 AAP14: Water Management, Air and Noise Quality was previously called 'Cleaner, Green, Safer', but has been renamed to better reflect the thrust of the policy.
- 6.35 The policy has been rationalised and reordered to make it more focused, but the substantive content has largely been retained, the exceptions being the drainage hierarchy and grey water references. These have been removed because these are now captured in the Southwark Plan 2022.

Young people

- 6.36 AAP15: A Great Start in Life has been re-named since the publication of the draft OKR AAP 2020 (at which time it was called 'Best Start in Life') to align with the Great Start in Life policy of the Southwark Plan 2022, SP3.
- 6.37 The current situation with school under-subscriptions in the Old Kent Road area is such that the wording of AAP13 now refers to the "potential" for additional pupil places and new schools to be delivered, depending on demand. This is different to the wording of the policy in the draft OKR AAP 2020, which commits to delivering two new primary schools and a new secondary school. We continue to own the land on which the secondary school would be located so it remains an option should delivery be required in the future.
- 6.38 Policy on Youth, Education and Healthcare has been amalgamated in to AAP15 and includes a new commitment to develop a youth facility and space for local residents and community organisations at Leyton Square. The 'Reasons' section of the policy explains that this would be funded through CIL contributions.

Deleted Policy: Sub-area and Site Allocations

- 6.39 The policy, which was AAP15 within the draft OKR AAP 2020, is no longer required. This is because the site allocations have been adopted in the Southwark Plan and Policy AAP1 states that proposals must comply with the guidance contained in the sub area sections.

Sub Areas

- 6.40 The Masterplan has been updated based on planning applications that have come forward, funding changes, ,, commissioned design codes, previously approved outline schemes and wider council priority progressions and regeneration.
- 6.41 The core format of each sub area has remained the same coming from looking at OKR in the past, the area today and then the proposed plan and strategy for each sub area and site allocation to deliver housing, employment, green space and community facilities for local people, in an appropriate scale design and character to each section of the sub area.

6.42 Sub areas 1-4 have the following structure:

- History
- The Area Today
- Sites and Masterplans
- Sites
- Building Typologies and Land Uses
- Servicing and Road Network
- Parks and Recreation
- Connecting Communities
- Building Heights Guidance

6.43 Sub area 5 has the following structure:

- History
- The Area Today
- Masterplan – Industrial Intensification
- Sites – Sub Area 5
- Building, Typologies and Land Uses
- Phasing
- Servicing and Road Network
- Parks and Communities

Sub Area 1

6.44 The masterplan in Sub Area 1 remains largely similar for most site allocations except for OKR 3 Mandela Way and OKR4 Dunton Road (Tesco Store) and Southernwood Retail Park where further design work has been undertaken to hone the masterplan and produce a design code to guide development. The main changes include the inclusion of the multi-storey industrial storage and distribution development on Mandela Way and the reconfiguration of the park to facilitate the retention of Mandela Way through the park.

Sub Area 2

6.45 The masterplan in Sub Area 2 has remained unchanged for OKR10 and OKR11 except for where there have been updates to applications or new applications received.

6.46 OKR10 and OKR11 have remained the same in footprint. Some of the densities and typologies have changed to reflect more recent planning applications.

6.47 The masterplan for OKR12 has evolved as it is now considered that a reduced capacity of 40 units across the site is more realistic in order to retain the heritage assets and ensure delivery of affordable housing.

Sub Area 3

- 6.48 The masterplan for Sub Area 3 has seen several updates following extensive work to create a design code OKR13 and to reflect updates to planning applications.
- 6.49 The proposed primary school has been removed from the site to reflect changes in pupil projections. However, the masterplan is still flexible enough to re-provide this if future demand deems it necessary. A logistics centre has been introduced on Verney Road following a planning application, which has meant some of the capacity of the site has had to be redistributed amongst other plots. The linear park has also been relocated to allow for more realistic access and servicing.

Sub Area 4

- 6.50 The masterplan in Sub Area 4 contains the second proposed tube station as part of the Bakerloo Line Extension. Sub Area 4 remains largely unchanged except for updates to planning applications. A detailed design code has been completed for the Sub Area.

Sub Area 5

- 6.51 Sub Area 5 remains designated at SPIL and the sites section sets out a phased strategy for industrial intensification. Proposed road networks and servicing have also been included to detail how the area might operate as an industrial area.

Options Testing

Summary

- 6.52 Throughout the preparation of the Old Kent Road Area Action Plan, a number of options for development have been assessed. The Old Kent Road Place Making Study 2016 (Allies and Morrison) considered high, medium and low options for development based on a Bakerloo Line (2 station, high density scenario) option (20,000 homes), a Bakerloo Line (1 or 2 stations, medium scenario) (13,658 homes) and a no Bakerloo Line extension option (low scenario) (8,468 homes). This was based on indicative massing. The options were presented at Old Kent Road Community Forums in 2016 to begin the process of master planning and community engagement.
- 6.53 The London Plan designates the Old Kent Road Opportunity Area for 12,000 homes and 5,000 jobs. Throughout the 2017 and 2020 drafts of the AAP, a detailed masterplan has been prepared informed by multiple local development studies and urban design studies which are available as evidence base. The masterplan has evolved through a series of iterations, testing and feedback from consultation.
- 6.54 As a result of testing a detailed masterplan and preparation of the AAP, the masterplan demonstrates we can achieve a high growth option of 20,000 homes and 10,000 additional jobs over 20 years. This high option would exceed the target set out by the regional plan and provide a healthy buffer to deliver our 5 and 15 year land supply.

- 6.55 Prior to the confirmation of the Bakerloo Line extension the Council has agreed with the Mayor around 9,500 homes could come forward (Phase 1) across the whole opportunity area. The remaining 10,500 homes would be delivered in Phase 2 (upon letting of the construction contract for the BLE). Planning applications will still be permitted for Phase 2, but there is a Grampian condition restricting this development until after agreement by the GLA and TfL, and sign off by LB Southwark to ensure sufficient transport infrastructure is in place to support the delivery of 10,500 homes.
- 6.56 The options for each site demonstrate the options for capacity in the 2016, 2017 and 2020 versions of the AAP. Since the AAP was published, numerous planning applications have been submitted and approved which reflect the potential capacity consistent with the high option scenario.
- 6.57 Continuous master planning work, which takes into account planning applications and various constraints, has been undertaken for site specific allocations to come to the capacity as various iterations of the AAP have been published. This is informed partly by detailed design of some planning applications received which indicate capacity of some sites in more detail and partly through architectural studies undertaken to inform design codes for specific sub-areas. The Southwark Plan site allocations have been consulted on and were adopted in February 2022. The proposed Old Kent Road site allocations align with these, as set out in the Southwark Plan 2022..
- 6.58 The site allocations within the Old Kent Road will be intensified for mixed use development and industrial co-location. Development will include an innovative new approach to create new town centres which include community facilities, retail, office, education and health uses. Industrial development will be included alongside or underneath new homes with specific design criteria to ensure businesses can operate successfully without harming residential amenity.
- 6.59 In this appraisal, two options have been assessed:
- Option A: 9,500 homes without the BLE (Reasonable alternative)
 - Option B: 20,000 homes with two stations with the BLE (Plan option)

What options have been considered and why?

- 6.60 The Old Kent Road has been a designated “action area” since the Southwark Plan was adopted in 2007, and our Core Strategy (2011) set out a vision for how we would produce an area action plan to help guide and manage the evolution of the area to reach its potential. In January 2014 the GLA identified the Old Kent Road as a potential opportunity area in the draft Further Alterations to the London Plan and this designation was confirmed in March 2015.
- 6.61 Alongside the GLA, TfL and other partners we have worked together to build a strong evidence base which has helped to inform the options explored in the preparation of the AAP. The options were also explored with the Old Kent Road community forum, of which eleven workshops were held.

- 6.62 One of the key drivers for change in the Old Kent Road area is the delivery of the Bakerloo Line Extension and improvements to surface transport on the Old Kent Road itself. Throughout the plan preparation, TfL consulted on two potential routes for a Bakerloo Line tube extension from Elephant and Castle to Lewisham, either via Camberwell or via the Old Kent Road. TfL then confirmed the preferred route was via the Old Kent Road following consultation in 2015.
- 6.63 TfL consulted on BLE station and shaft locations from Elephant and Castle to Lewisham with 4 options for stations along the Old Kent Road in 2017. The Council responded in support of the scheme and have been actively campaigning along with Lewisham Council to Back the Bakerloo. The Council requested three stations along the Old Kent Road, including one at Bricklayers Arms. In 2020, TfL launched another consultation which included the TfL preferred option location of two stations on Old Kent Road (at the Tesco and former Toyrus sites). The consultation included the following proposals:
- A new integrated station entrance at Elephant & Castle
 - The route of the proposed tunnels from Lambeth North to Elephant & Castle
 - The route of the proposed tunnels from Elephant & Castle to Lewisham
 - The location of the primary and secondary tunneling worksites for the scheme
 - The naming of the two proposed stations on Old Kent Road
 - A possible further extension of the route from Lewisham to Hayes and Beckenham Junction, involving a conversion of the National Rail line
- 6.64 89% of respondents to the consultation made positive or supportive comments about the BLE proposals. Work is ongoing by TfL, the GLA and the boroughs to update the business case for the BLE and complete the feasibility design, including packages of work looking at station design and funding options.
- 6.65 The Secretary of State for Transport has issued directions to safeguard land needed to deliver the BLE. The directions preserve parcels of land for future infrastructure, either temporarily during construction or permanently, to ensure the extension can be delivered as soon as possible. Safeguarding also covers land which, if developed, could otherwise impact on the ability to construct or operate the railway, for example due to foundation design.
- 6.66 The estimated cost of the BLE is £8 billion, and delivery of this major piece of new transport infrastructure remains dependent on a viable funding package being put together. TfL and the Mayor of London remain committed to delivering the BLE as set out in the adopted London Plan 2021.
- 6.67 Since the previous draft and following extensive consultation, nearly 9,499 homes, including shared living and student housing, have been granted on site allocations in the plan, in accordance with the draft masterplan. The masterplan has been

updated in the 2024 version of the plan to take into account changes as a result of consultation with the local community. The options below reflect the growth options for the opportunity area without a tube line and with a Bakerloo Line extension. Option B assumes the provision of two new tube stations to serve the area which is reflective of the latest position on the BLE.

- 6.68 The assessment compares the sustainability implications between adopting each alternative of the OKR AAP, or two reasonable alternatives depending on the delivery of the BLE.
- 6.69 The full Option-testing sustainability appraisal is included in Appendix 10, this provides the justification on why the decision to develop and adopt a new Area Action Plan through the selection of Option B: High growth scenario (20,000 homes) with two BLE stations was deemed preferable to achieve increased sustainability, health and equality objectives in the borough compared to the reasonable alternative.
- 6.70 The reasonable alternatives considered are set out within Appendix 12. This demonstrates how the indicative capacities have changed throughout different iterations of the OKR AAP.
- 6.71 Within this context, potential OKRAAP sub areas and sites options were assessed for their 'reasonableness' prior to being taken forward for appraisal. This involved considering a series of questions:
- Will implementation of the option assist in fulfilling the objectives of the OKRAAP?
 - is it a genuine option?
 - Will the necessary resources be available to deliver the OKRAAP?
 - Will there be sufficient time within the plan period to implement the option?
 - Is there an unacceptable risk that the option will not be fully implemented for one reason or another?
 - Is the option sufficiently flexible to accommodate changing circumstances?
 - Does the option generally conform with the London Plan and NSP?
- 6.72 All options were assessed against the IIA framework set out in **Appendix 10**.

Option A: Business as usual without BLE extension

- 6.73 This option would be delivered without the extension of the Bakerloo Line. The option would deliver approximately 8,000-9,500 new homes by 2037. There would be limited opportunities to grow the business, arts and cultural communities in the area or to deliver the other benefits to residents unlocked by the Bakerloo Line.

Summary of Option A

- 6.74 This option considers how the area is expected to evolve without any significant intervention. The AAP therefore would need to evolve policies to fit the aspiration as an opportunity area but without any significant changes to existing policy designations and infrastructure. In this scenario the plan would come forward to deliver around 8,000 – 9,500 new homes and the Bakerloo line extension would not be brought forward. The ability for the area to deliver additional jobs in this scenario

may require incentive for change within the PIL's which may be difficult due to well established uses and land values unlikely to change significantly over the plan period. Existing uses in storage, distribution and warehousing sectors typically have a low floorspace to jobs ratio. Industrial sites are more likely to remain in industrial use in this scenario.

- 6.75 In this scenario the provision of schools and health facilities and children's play space may be limited to improvements to existing facilities as a result of CIL collected from new development. Significant transport interventions such as the BLE would also have limited opportunity within this scenario and bus priority would be needed to support new development. The creation of new routes to support cycling and walking would also be limited as there would be less change to the structure of the street pattern through redevelopment and it is likely that private car will remain the dominant transport mode. Therefore, in this scenario, it will be more difficult to deliver better areas and improve public realm. There will also be less capacity to accommodate larger site allocations. For the same reasons, there would not be the opportunity to coordinate for larger areas Sustainable Urban Drainage Systems to help alleviate risks of flood.

Option B - High Growth scenario with two stations under BLE

- 6.76 The key driving factor for growth in this option would be significant improvements to public transport through the delivery of the Bakerloo Line extension and two new underground stations. With this option, development would benefit residents by delivering the following outcomes that would not be achieved under option A:

- 20,000 new homes, with the 8,000 – 9,500 homes expected under Option A delivered 10 years sooner
- 7,000 affordable homes
- 1 further education college and the opportunity for a university
- 2 new tube stations on the Bakerloo Line Extension
- 1 new community health hub
- 10,000 new jobs
- The opportunity for a new primary school if required
- primary school expansions
- 7 new parks and other public spaces

Summary of High Growth scenario with two stations under BLE

- 6.77 In this option, the Old Kent Road Opportunity Area would involve significant new homes, jobs, community, health and leisure facilities which will accompany the addition of two new underground stations as part of an extension to the Bakerloo Line. Key industrial areas will be retained and intensified while some industrial units and large retail warehouses would transition to mixed use neighbourhoods and a revitalised high street providing a high density scenario of around 20,000 new homes and 10,000 new jobs.
- 6.78 The addition of 20,000 new homes would contribute significantly to the council's housing target and respond to housing needs for all housing types and tenures.

Each development scheme would be expected to deliver at least 35% affordable homes.

- 6.79 Near to the tube stations and along the Old Kent Road, high density new employment space would be delivered such as offices and co-working space for small businesses. There would also be opportunities for small manufacturing, artists' studios and creative enterprises. Further away from the Old Kent Road, new employment space would be lower density and accommodate depots, distribution sheds and industrious workspace that requires better access for HGVs, vans and lorries. Workspaces would remain flexible so they can adapt to changing business needs over time and suit a variety of uses. Developments would be carefully designed to ensure businesses can function effectively and residents can live peacefully. Masterplans would ensure businesses can be clustered to strengthen commercial identity and foster a vibrant business community.
- 6.80 This option would also retain 26 hectares of land kept in industrial use and support these uses to be intensified to make more effective use of space. This would help increase the number of jobs in industrial use, make use of railway arches and continue to provide essential infrastructure such as waste facilities and electricity sub stations.
- 6.81 In a high growth scenario, it is anticipated that there will be considerable demands on the provision of new schools and health facilities. The AAP would encourage a coordinated approach to deliver these facilities in line with phased development. There are considerable opportunities in this scenario to attract new cultural and leisure facilities which would enhance the vitality and perception of the area as a cultural destination. In a high growth scenario, there would also be the possibility of encouraging a major educational institutional such as a University which would further provide more employment opportunities and create a thriving new community.
- 6.82 The Bakerloo Line extension and two new stations along Old Kent Road would significantly improve the accessibility of the area and provide rapid connection to the city and would support the delivery of the scale of development envisaged. There would be considerable improvements to the Old Kent Road highway, improving facilities for buses, pedestrians and cycle links, helping reduce the segregation of areas on either side of the road. Transport improvements would be integrated with public realm improvements to promote better linkages across the road and better facilities for same and convenient routes for pedestrians and cyclists. In a mixed use development, servicing for new employment uses will be an important component of the scheme design and reduce the impact of servicing and heavier traffic on adjoining residential development.
- 6.83 Through larger site allocations, meaningful new areas of public open space or green links could be delivered. Larger areas of sustainable Urban Drainage Systems (SUDS) would be coordinated in to help alleviate flood risks and provide amenity and biodiversity benefits. There would also be opportunity to support the development of a decentralised energy network to achieve a low carbon energy supply to the population.

- 6.84 Within option B there is the opportunity to develop a standard size building with all 18 sites being 15 stories as perimeter blocks with a monolithic development providing the 20,000 new homes but losing the opportunity to retain and provide new business space and 10,000 new jobs. There would also be daylight and sunlight issues and it would lack the opportunity to create new open spaces and provide new routes. Or there is the opportunity to develop a Stations and Crossings approach with a variety in landscape and land use with the strategy to locate tall buildings to provide wayfinders and development space for residential homes above retail and a variety of types of businesses that will enable 20,000 new homes and 10,000 new jobs to be built. This type of development with clear guidelines would retain the traditional business space alongside opportunities for new business space, offices and homes to be developed whilst leaving the space for open spaces, public realm and other infrastructure.
- 6.85 To test Option B of the OKR AAP, iterations of the Masterplan were tested to set out how high growth could be achieved in a sustainable way, and so that other uses such as education, community facilities and open space could also be delivered. The masterplan testing has been done by urban design work, capacity modelling and detailed masterplanning options to inform the current version of the plan.

What have the options identified?

- 6.86 Each option is considered against the 17 identified IIA objectives incorporating SEA objectives, sustainability, health and equality. The full appraisal can be found in Appendix 10. The assessment summarises the impacts and gives an overall score based on the opportunities the Plan could offer in each scenario. The following summary explains the results and gives a qualitative analysis of the complexities and challenges of the two alternative approaches.

What option was chosen for the Old Kent Road AAP and why?

- 6.87 The AAP has been prepared according to the principles outlined in Option B. There are considered to be more social, economic and environmental benefits in this scenario which will improve the health and wellbeing of communities. Whilst the scenario itself presents a number of challenges, the council considers the AAP can help guide and deliver redevelopment successfully.
- 6.88 The AAP would give confidence to the ability of the Old Kent Road to undergo a transformation that creates a new identity and position in central London. The provision of 20,000 new homes would significantly contribute to needs of a growing and diverse population, particularly the provision of affordable homes. The AAP would provide robust policies, and detailed guidance to coordinate development to achieve the best possible outcome for the benefit of local people. The AAP would address the challenges identified through new policies that would be less affected by uncertainty and potentially incompatible objectives. In this scenario it is anticipated that benefits will be seen in relation to levels of crime and deprivation, improved health of the population through better physical activity and better modes of transport, and less exposure to harmful pollutants and poor air quality. These benefits, along with improving social cohesion would positively impact on a wide range of equality groups. However to accommodate this level of development there are likely to be significant pressures on infrastructure and environmental

considerations such as water consumption and waste management. Increased construction activity in the short to medium term could bring adverse environmental impacts affecting residential amenity and climate change.

- 6.89 Option B would ensure mixed use development can accommodate a range of new employment sectors and opportunities to the area, whilst ensuring existing businesses have the opportunity to be accommodated in redevelopment or relocated within the OA. The retention of industry in the area would be maximised by protecting and intensifying industrial land. The delivery of the high growth option would also need to include high density development including tall buildings, and the AAP needs to ensure the strategy for place-making, urban design and a high quality public realm supported by new green spaces and connections is strongly maintained.
- 6.90 We have also assembled an extensive evidence base which confirms both the need and opportunity for large scale redevelopment of land in Southwark as well as the need for planning policy to guide development to ensure that it is sustainable, equitable and supports health and wellbeing.
- 6.91 Option B provides in excess of our housing targets for housing without compromising other strategic aims of the borough, including good design principles, heritage, provision of non-residential uses including industrial co-location and open spaces. Option B also provides a healthy buffer of housing, over our London Plan housing target which is identified in the 5 and 15 Year Housing Land Supply Report.
- 6.92 Appendix 10 (Table 1) sets out the averaged scoring for the three options against the 17 sustainability objectives, encompassing economic, social and environmental aspects. The options appraisal found that Option B: High Growth would have an overall score of 79% against the sustainability objectives and this option would result in positive impacts overall. 17 of 17 objectives received a positive scoring in achieving the sustainability objectives.
- 6.93 This option will provide more positive social, economic and environmental benefits than Option A, which will improve the health and wellbeing of Old Kent Road's communities.
- 6.94 The benefits anticipated through this preferred approach will be achieved through securing growth in housing, employment, town centre amenities, primary health and care facilities, school places, higher education and public open spaces. They will also be served by enhancing and expanding physical networks of sustainable transport and habitats for wildlife, social interaction and economic interaction within local business clusters.
- 6.95 The options appraisal considers Option A to have an overall neutral score of 25%, and this option would have overall neutral social, economic and environmental impacts. The majority of the objectives in this option have scored uncertain (11 out of 17) and positive (3 out of 17). The sustainability appraisal found that without the identification of land to provide infrastructure, including new education, health facilities and open space and without the identification of area-wide improvements the delivery of infrastructure would be uncertain and less coordinated. Furthermore,

without guidance on sites and areas, opportunities to improve places for community cohesion and support for a diversity of lifestyles could be missed. Without guidance the full consideration of heritage assets and opportunities for heritage-led regeneration might not be incorporated into development proposals; and without the identification of opportunities for new open space and green links sufficient space might not be provided to serve the needs of a growing population or habitats provided and connected for wildlife.

- 6.96 Option A has not been taken forward as the preferred option. Whilst it would be a reasonable alternative to identify opportunity sites for development and rely on other local plan policies to shape growth, the social, economic and environmental effects would be deeply uncertain. The lack of improved transport infrastructure from the Bakerloo Line extension would be a significant disbenefit for local residents and to generate growth. It would create uncertain impacts for growth, would not deliver as much housing to help achieve our short and long term housing supply and would not achieve strategic ambitions such as providing park spaces across multiple sites (e.g. linear park).

What are the significant positive effects?

- 6.97 The policies in the AAP/OAPF seek to guide future development and set out the clear aspirations for the OA over the next 20 years. Detailed policies guide the strategy for homes, jobs, shopping, leisure, arts, culture, education, health, public realm, heritage, transport, sustainability and high quality design of buildings. The plan also describes how the objectives of revitalised neighbourhoods can be achieved in five sub areas across the OA. Site allocations are also considered within the sub areas, setting out the expected uses, design, supporting infrastructure, capacity and phasing. The full appraisal of the policy themes and sub areas are provided as Appendix 5.
- 6.98 The AAP/OAPF preparation has also been subject to a Mental Well-being Impact Assessment (MWIA) screening tool which has been designed to help people who are planning or providing policies, services, programmes or projects to begin to find out how they might make a difference to mental well-being. A wide range of potential long term and short-term impacts on the determinants of mental well-being have been identified by the screening and a range of equalities groups are considered. The screening report is provided as Appendix 13.
- 6.99 The plan generates major positive impacts relating to tackling poverty and encouraging wealth creation due to the large increase in the number and diversity of jobs in the area. These benefits will be seen in the short to medium term, with the long-term effects anticipated to bring stronger benefits as the OA becomes increasingly incorporated into central London functions and increases opportunities to diversify the economy and increase the number of jobs available. This will improve opportunities for young people, unemployed people and low-income groups through new apprenticeships and learning new skills, contributing to improving levels of deprivation in the area.
- 6.100 The provision of new homes will significantly improve supply and help to meet local needs across all tenures including private rented, homes for sale and affordable homes. The plan would also bring significant improvements to the quality of the townscape, particularly with the creation of a revitalised high street environment for

the Old Kent Road, improved public realm, new connections for walking and cycling, high quality design of new buildings and new parks and green infrastructure. This would create a better-quality environment in which people can live, work and visit and may particularly benefit accessibility for those with mobility problems, such as disabled or elderly people. It would also generate positive impacts in relation to reducing crime and the fear of crime, as new routes in mixed use neighbourhoods would increase footfall and security. This would benefit a number of groups particularly those who would be more vulnerable to crime and low-income groups.

- 6.101 The plan also generates positive impacts for sustainable transport and major infrastructure improvements. There are strong links between improvements to sustainable transport modes and improving health. The BLE will have a major impact on public transport accessibility in the area in the long term, and improvements to surface transport including junctions will have positive effects for sustainable transport modes in the short to medium term. The creation of better crossing points on the Old Kent Road and pedestrian environment would help to reduce road traffic accidents and providing accessibility to essential services. Improvements to cycling and walking routes will encourage sustainable modes of transport, in turn improving air quality by reducing the need to travel by car. New attractive cycling and walking routes would have positive effects for health, promoting physically active lifestyles.
- 6.102 The opportunities for new and improved areas of open space will also bring positive effects in terms of improving public realm and air quality, which will have a beneficial health impact. Improvements to infrastructure such as education, health, cultural and community facilities will enhance accessibility to health and social facilities benefiting a wide range of groups. The integrated of sustainable urban drainage systems in new development would also help to reduce flooding in the long term, and improve opportunities for biodiversity and an attractive urban environment.
- 6.103 Accelerating the delivery of housing development will provide major contribution towards providing everyone with the opportunity to live in a decent home. By creating certainty around the requirements for other land uses and infrastructure on site allocation this will also support affordable housing delivery by allowing the more accurate understanding of development costs in the valuation of land.
- 6.104 Option B helps meet our London Plan housing target as detailed in the 5 and 15 Year Housing Land Supply without compromising our other strategic aims of the borough including good design principles, heritage, provision of non-residential uses and open spaces.
- 6.105 The plan generates major positive effects to tackle poverty and encourage wealth creation. The acceleration of development in most areas will create jobs in construction. Where a significant uplift in commercial floor space is planned for there will be further increases in employment opportunities. The opportunity for the occupation of affordable workspace to provide support for start ups, small or independent businesses is vital to secure Southwark's thriving economy. This will include job opportunities secured for local people as well as procurement

opportunities for other local businesses. Support for the most promising economic clusters within the borough will generate higher wages and economic resilience.

6.106

6.107 The policies seek to retain some of the previously removed Strategic Protected Industrial Land and to allocate three sites as Locally Significant Industrial Sites (LSIS); this will ensure the retention of the businesses and employment on these sites.

6.108 The health of the population will be improved by encouraging active lifestyles and wellbeing through a network of green links, cycle routes and open spaces across the borough and maintained by additional health and care facilities. These will provide the opportunity to deliver integrated health services to improve the quality of their operation. Public spaces, public realm, cultural facilities and a flexible range of new town centre amenities will have major long term positive effects to promote social inclusion, equality, diversity and community cohesion by creating spaces for interaction as well as a diversity of different lifestyles.

6.109 In parts of the borough redevelopment will deliver area-wide improvements in the architectural quality of buildings and the public realm alongside new or enhanced open space and urban greening. These will deliver major positive effects and enhance the quality of landscape and townscape.

What are the significant negative effects?

6.110 There will be some negative environmental impacts in the short term as a result of higher levels of construction. Increased construction traffic, methods of construction and embodied carbon emissions in demolition and construction could adversely contribute to climate change. Similarly construction traffic and methods could also adversely affect air quality in the short term, and improvements in public transport may not occur immediately. This could also affect the health of the population in the short term by the increase of noise, dust and disruption to active travel routes. The proposals for significant new development and population increase in the area will place additional pressure on waste facilities, including safe disposal, recycling and management of waste. There will also be increased demand for water and foul sewage disposal which could put increased pressure on the water and sewer network and water resources.

6.111 The plan does not generate major negative effects in the appraisal although there are residual areas of uncertainty, discussed further below, which could result in negative effects; particularly where they are cumulative in nature.

6.112 The sub areas and site allocations and area visions seek to steer development opportunities that already exist towards delivering a sustainable regeneration strategy. Furthermore they are supported by the strategy and vision and development management policies to further mitigate negative effects.

6.113 The appraisal does indicate minor negative effects in the short term in some areas towards social inclusion, equality, diversity and community cohesion. This is related to the loss of some community assets in the short term, which may impact particular groups, and the potential disruption of social interaction through the impacts of construction. This would be in locations where the acceleration of development brings forward a number of sites concurrently within a small area as

development management policies will seek general mitigation of the impacts of construction. The appraisals indicate that this disruption will occur in areas that will likely accrue more significant benefits in the long run towards this sustainability objective. Nevertheless, opportunities for further mitigation in the short term could be explored through targeted community infrastructure development and the coordination of quick wins from regeneration and meanwhile uses.

Uncertain impacts

- 6.114 The plan provides a positive strategy for growth however there are some impacts that may be uncertain at this stage. The plan encourages mixed use development and this will intensify land across the OA to provide high density development where a range of uses will be expected to be provided, along with key infrastructure improvements and open space. The plan encourages the retention of existing businesses and provides design guidance for the effective mixing of uses. This presents a challenge for new development, particularly if industrial uses are sited in close proximity to residential development. The servicing arrangements, public realm and practical functions for workspace will need to be carefully balanced in mixed use development. The provision of tall buildings will also need to be carefully designed and located to positively contribute to improvements to the public realm. Similarly new high density development will need to ensure heritage assets are appropriately conserved and enhanced in the public realm strategy.
- 6.115 The OA also has a number of existing community networks, including many religious groups and churches, and a diverse population. There may be a risk that community networks could be affected by redevelopment in the area if meeting places or cultural facilities are displaced by development.
- 6.116 Exploring the issues and options through community engagement, evidence base studies and the findings of the Scoping Report and subsequent consultation helped to guide the sustainability of the draft AAP policy options. Areas of concern identified at the scoping stages have led to development of the policies, objectives and indicators to address areas that had not been covered in sufficient detail.
- 6.117 The conclusions that were reached in undertaking the IIA of this version of the OKR AAP are a result of both quantitative and qualitative (i.e. subjective) judgement by planning professionals within the council. In addition, predicting the outcome of a potentially complex mix of social, economic and environmental factors is an inherently difficult task to undertake, and can only be undertaken on the basis of the background data that is available.
- 6.118 Consequently, the sub areas and site allocations were ranked against particular sustainability objectives may be subjective. However, whilst some rankings are assessment individually, it is the overall performance of policy against the IIA Framework (Appendix 4) taken as a whole, which is the most important element to consider.
- 6.119 The plan provides a positive strategy for growth however there are some impacts that may be uncertain at this stage.
- 6.120 The key uncertainty is the phasing strategy for housing delivery as it is dependent on the construction of the Bakerloo Line Extension. Contracts for the project have

not yet been signed and funding is yet to be agreed which means there remains a lack of certainty over the deliverability of the extension. The 9,500 homes to be delivered in Phase 1 can rely on existing public transport upgrades, as agreed with TfL and the GLA. However, the remaining 10,500 homes planned for Phase 2 would require a larger transport intervention to support and therefore does depend on the delivery of the Bakerloo Line Extension.

- 6.121 Option B enables us to meet our 5 and 15 Year Housing Land Supply based on the adopted London Plan 2021 target. Within the 6-15 year supply the evidence base for the Southwark Plan identified a buffer of 9860 homes which allows for the flexibility that in the event that the BLE is delayed further or cancelled, there is still capacity within other sites in Southwark to meet our housing target up until 2036.
- 6.122 The uncertainty surrounding the BLE also creates uncertainty around the delivery of other land uses proposed in the masterplan. If the Phase 2 sites are not able to come forward for housing, then the commercial uses proposed for co-location may not come forward either. Some of the infrastructure which would provide public benefit on the phase 2 sites, such as new open spaces may also be at risk.
- 6.123 The initial date for the delivery of Phase 2 was for completion in 2036 but delays to the start of the project means completion is more likely to be 2042. The Transport Works Act order is expected to be made in 2028, with the letting of the construction contract anticipated for 2030. The 10,500 homes will be delivered between 2030 and 2042.
- 6.124 Southwark Council together with Lewisham have been actively campaigning and promoting the BLE given its importance for the delivery of homes in the boroughs. This infrastructure is essential to meet our future housing need up to 2036, given the planned delivery of new homes in the Old Kent Road Opportunity Area in Southwark and New Cross and Catford Opportunity Areas in Lewisham. Both parties are also working with the Greater London Authority and Transport for London to develop these proposals for the BLE and to make the case to government to ensure the project is delivered. We have agreed a phasing plan for the delivery of these new homes with the GLA and TfL.
- 6.125 However, should the BLE not be delivered or delivery be delayed, this could significantly impact upon our housing land supply for years 6-15 and beyond should some pipeline permissions, site allocations or windfall sites not come forward.
- 6.126 While on the whole the allocation of flexible employment space will have major positive effects for the local economy and employment, redevelopment of sites will in several instances result in the loss of existing businesses. For lower value storage or industrial space or where businesses are less compatible with existing land uses similar operations may be challenging to re-incorporate. In order to maintain and enhance economic diversity there may be further opportunities for mitigation from regeneration and engaging stakeholders to curate the offer of commercial space within vision areas.
- 6.127 Sustainable transport improvements and greening will help to mitigate the causes of climate change. However, traffic congestion impacts of construction could add to emissions in some locations. There may be further opportunities to reduce

emissions overall all in the medium to long term through decentralised energy. A district heating network is currently under construction in the Old Kent Road area which will contribute to the reduction of emissions from domestic gas boilers. Congestion could similarly affect air quality and there may be as yet unidentified opportunities for area-wide responses.

- 6.128 Within critical drainage areas policy will seek flood risk assessments and sustainable drainage measures. Where redevelopment is particularly concentrated there may be a greater risk of cumulative impacts. Opportunities for strategic solutions to manage any risk could be further investigated.

Cumulative impacts

- 6.129 The SEA Directive requires an assessment of secondary, cumulative, and synergistic effects, which should be incorporated in the SA. Collectively these effects are called cumulative impacts. Cumulative effects arise, for instance, where several developments each have insignificant effects but together have a significant effect; or where several individual effects (e.g. noise, dust and visual) have a combined effect.
- 6.130 Synergistic effects interact to produce a total effect greater than the sum of the individual effects. Significant synergistic effects often occur as habitats, resources or human communities get close to capacity. For example, a wildlife habitat can become progressively fragmented with limited effects on a particular species until the last fragmentation makes the areas too small to support the species at all.
- 6.131 The cumulative impact of policies with a minor negative or uncertain impact could result in a major negative impact overall. It is difficult to assess the extent of such impacts at this stage in the process, however by grouping sites within character areas informed by masterplanning studies cumulative effects are reflected in the assessment. Providing that suitable mitigation measures are applied to individual proposals it is considered that the potential negative impacts will remain minor and, with the development of new technologies and regulations, could even be reduced further over time. Cumulative impacts may also be positive – for example several minor positive impacts on open space and biodiversity could lead to a major positive impact for the area as a whole.
- 6.132 The cumulative impacts of the policies will need to be kept under review through the monitoring process and assessment of planning applications to measure the success of implementing the policies and inform any amendments that may be needed to policies and guidance.
- 6.133 The SEA Directive requires an assessment of secondary, cumulative, and synergistic effects, which should be incorporated in the SA. Collectively these effects are called cumulative impacts. Cumulative effects arise, for instance, where several developments each have insignificant effects but together have a significant effect; or where several individual effects (e.g. noise, dust and visual) have a combined effect.
- 6.134 Synergistic effects interact to produce a total effect greater than the sum of the individual effects. The potential of these are outlined in Appendix 10. Significant synergistic effects often occur as habitats, resources or human communities get

close to capacity. For example, a wildlife habitat can become progressively fragmented with limited effects on a particular species until the last fragmentation makes the areas too small to support the species at all.

- 6.135 There could be cumulative impacts with development occurring in Southwark and the surrounding boroughs. Engagement is continuous with these boroughs to ensure the cumulative impact of development can be realised and mitigated where required. In particular, Lewisham also has significant growth planned within the Opportunity Areas, there is continuous communication with Lewisham to ensure there is the required infrastructure for the planned development. This includes working positively and in cooperation with Greater London Authority and Transport for London to support the business case for, and secure delivery of, the Bakerloo Line Extension which will run through Old Kent Road, Lewisham and beyond to Hayes.
- 6.136 The cumulative impact of policies with a minor negative or uncertain impact could result in a major negative impact overall. It is difficult to assess the extent of such impacts at this stage in the process with the lack of detailed information on the design of proposals for individual sites. Providing that suitable mitigation measures are applied to individual proposals it is considered that the potential negative impacts will remain minor and, with the development of new technologies and regulations, could even be reduced further over time. Cumulative impacts may also be positive – for example several minor positive impacts on open space and biodiversity could lead to a major positive impact for an area as a whole.
- 6.137 The cumulative impacts of the policies will need to be kept under review through the monitoring process and assessment of planning applications to measure the success of implementing the policies and inform any amendments that may be needed to policies and guidance.

Proposed mitigation

- 6.138 Where the SA identified potential shortcomings of particular policies, mitigation measures are proposed to help off-set the negative impacts. Many of these mitigation measures are policy requirements in either the emerging Southwark Plan where some of the negative impacts will be mitigated.
- 6.139 Whilst there may be short term negative environmental effects relating to construction in the OA, the longer-term effects could have more positive impacts. For example, redevelopment of existing industrial and retail land would present the opportunity to employ more sustainable building techniques and enable long term carbon savings. There would also be opportunities to include renewable energy in new developments, good insulation in homes and harvest rainwater. This could help create more positive impacts for climate change in the future. In relation to the demand for water, efficiency of water resources would be encouraged in new schemes. We have published an Integrated Water Management Strategy prepared with Thames Water and the GLA for the opportunity area to manage future demand.
- 6.140 It is anticipated that additional jobs will be provided within the OA. The AAP retains some strategic industrial land to ensure industrial functions are maintained and additional space in railway arches can be utilised. Retaining the quantum of

employment space on allocation sites with premises configured to different sectors will also help to maintain business networks and provide purpose-built new industrial space.

- 6.141 In relation to community space, the AAP provides many opportunities to replace, enhance and expand community and cultural functions, which will be an integral part of the place-making strategy. The implementation of the AAP will ensure high quality development is delivered across the OA, encouraging sites to consider wider considerations to achieve the aspirations of the plan, including new green spaces, connecting routes and high-quality new buildings. Disruption to communities will also be mitigated by a social regeneration approach to ensure existing residents can access the opportunities created by regeneration and supporting full engagement in the planning process.
- 6.142 Where the SA identified potential shortcomings, mitigation measures are proposed to help off-set the negative impacts. To a large extent mitigation measures are provided in this iteration of the OKR AAP.
- 6.143 The following measures warrant further investigation following potential negative consequences of selecting Option B: High growth:
- short-term offsets to benefit communities disrupted by concentrated largescale construction;
 - curation of business space;
 - de-centralised energy networks;
 - air quality improvement;
 - strategic sustainable drainage systems and flood risk.
- 6.144 These will be cross-examined in further detail in the IIA appraisal summary included in the following chapters, to identify whether the benefit of policies outweigh risks.

Section 7. IIA Appraisal Methodology

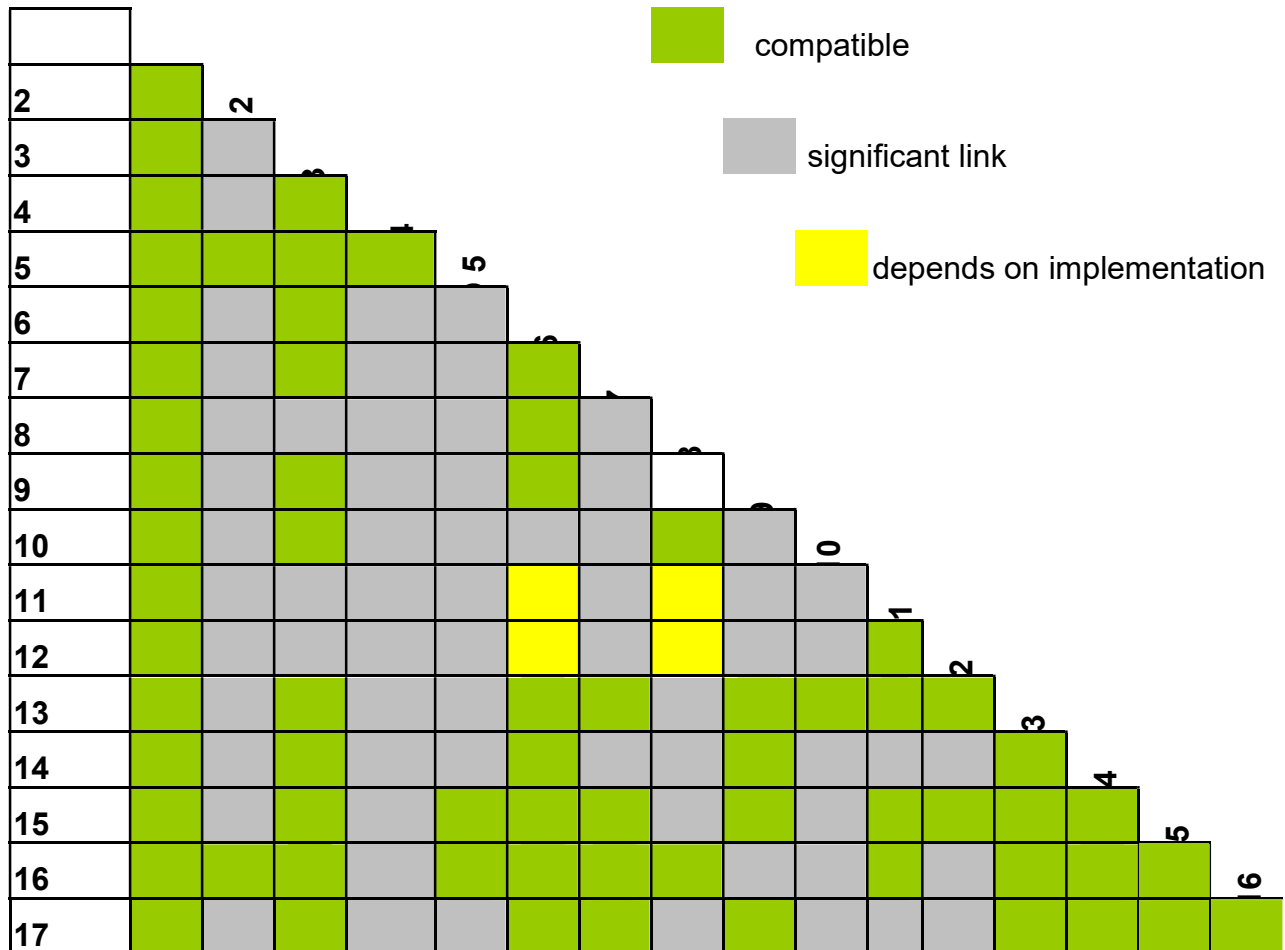
- 7.1 The establishment of appropriate objectives and indicators is central to the assessment process and provides a way in which the performance of the policies can be assessed. By researching specific issues affecting Southwark through a detailed desktop analysis and internal discussions, seventeen objectives (**Appendix 4**) were developed that formed the basis of the IIA appraisal methodology and assessment. The associated baseline indicators table, for which the IIAOs are to be continuously monitored, has been included in **Appendix 9**.
- 7.2 Upon developing an appraisal, each of the development management policies are grouped into six strategic policy areas identified in the Southwark Plan IIA. These are the strategic policies for the borough and there is some overlap with the vision and strategy for the Old Kent Road Opportunity Area, so these indicators have also been selected for the OKR AAP IIA appraisal. More specific monitoring indicators have been introduced where this is relevant.

What is the IIA framework?

- 7.3 The likely impacts of the AAP/OAPF will be assessed using a set of objectives, which relate to the existing and emerging strategic vision for the opportunity area reflecting the current social, economic and environmental issues set out in section 4.
- 7.4 The 17 objectives set out below are based off of the policies in the plan, vision for the OKR AAP and sustainability issues identified. These indicators are monitored against by baseline indicators and data as set out in **Appendix 8 and Appendix 9**.

Comparison of the IIA objectives

7.5 As part of the IIA a comparison of the objectives was undertaken to check if the objectives are compatible with one another.



Method of Assessment

7.6 This section explains the approach and methods for the draft IIA of the AAP/OAPFF. The IIA Framework presented in Appendix 4 form the basis for assessing the OKR AAP policies (strategic, implementation and development management), site allocations and area visions. That includes the indicators that will be used to continuously monitor each of the IIA objectives (IIAOs). **Appendix 4** also sets out the IIA objectives and associated questions that have been asked when undertaking the appraisal methodology, to ensure that the IIA objectives are consistently appraised across all of the strategic, development management policies, implementation policies, area visions and site allocations.

7.7 The IIA is structured under the objectives in the IIA Framework **Appendix 4**, which incorporate topics in the SEA Directive (**Appendix 1**). This provides a framework and structure to evaluate the likely significant effects of the policies

within the proposed submission version of the OKR AAP 2024 against these key sustainability appraisal topics determined above, which include health and equality. The appraisal takes short, medium and long term effects into consideration, but does not explicitly determine on each of these basis separately.

- 7.8 The appraisal is undertaken using professional judgment, supported by the baseline information and wider evidence base.
- 7.9 A summary appraisal commentary alongside the system of symbols is provided in **Appendix 5, 6 & 7** of this IIA report to set out any significant effects identified for the proposed submission version of the OKR AAP 2024, masterplan, sub areas, site allocations and implementation policies, along with suggestions for mitigation or enhancement to be made where relevant. The nature of the likely effects (including positive/negative, duration, permanent/ temporary, secondary, cumulative and synergistic) are described, along with any assumptions or uncertainties noted. Where necessary, the appraisal commentary also identifies any potential cumulative effects for that option.
- 7.10 Table 7.1 demonstrates the system of symbols which will be used to represent the findings of the IIA for different elements of the emerging AAP.

Symbol and colour	Scoring Value (%)	Score	Description
üü	100	Major or direct positive	The proposed option/policy contributes significantly to the achievement of the objective.
ü	50	Minor or indirect positive	The proposed option/policy contributes to the achievement of the objective but not significantly or indirectly.
-	0	Neutral	The proposed option/policy does not have any effect on the achievement of the objective or there is no clear relationship between the proposed option/policy and the achievement of the objective or the

			relationship is negligible.
x	-50	Minor or indirect negative	The proposed option/policy detracts from the achievement of the objective but not significantly.
xx	-100	Major or direct negative	The proposed option/policy detracts significantly from the achievement of the objective.
?	N/A	Uncertain	The proposed option/policy has an uncertain relationship to the objective or the relationship is dependent on the way in which the aspect is managed. In addition, insufficient information may be available to enable an appraisal to be made.

Table 7.2 (below) Individual scoring metric against each objective included in sustainability appraisals of Appendix 5, 6 and 7

Negative	Neutral	Positive
%	10 - 49%	50 - 100%

7.11 The IIA is structured under the objectives in the IIA Framework, which incorporate topics in the SEA Directive. This provides a framework and structure to evaluate the likely significant effects of the AAP/OAPF policies against key topics. The appraisal also considers short, medium and long term effects Table 7.3 outlines the grouping structure for the assessment.

Table 7.3 (below) sets out the policies and their key themes for assessment

Policy themes	Draft AAP Policies
Vision	Area Today Connected Communities: The Best of London The Central London 'Smiley'
Delivery	Delivery Funding Plan Objectives AAP1: The Masterplan AAP2: Bakerloo Line Upgrade and Extension
Quality affordable homes	AAP3: Homes for All AAP4: Student Homes
Strong local economy	AAP5: Businesses and workspace – The Bow Tie AAP6: Life Sciences AAP7: Town centre, leisure and entertainment
Movement	AAP8: Movement
Parks and Open Space	AAP9: The Greener Belt Strategy – Parks and Healthy Streets
Design	AAP10: Tall buildings strategy: The Stations and the Crossings AAP11: Character and heritage AAP12: Design
Environment	AAP13: Climate Emergency AAP14: Water Management, Air and Noise Quality
Best start in life	AAP15: Great Start in Life/Child and Youth Provision
Sub Areas	Draft AAP Sub Areas
1 Mandela Way, Crimscott Street and Old Kent Road (North)	OKR1: Bricklayers Arms roundabout OKR2: Crimscott Street and Pages Walk OKR3: Mandela Way OKR4: Dunton Road (Tesco store and car park) and Southernwood Retail Park OKR5: Salisbury Estate Garages OKR6: 96-120 Old Kent Road (Lidl Store) OKR7: Former petrol filling station, 233-247 Old Kent Road OKR8: Kinglake Street Garages OKR9: 4/12 Albany Road
2 Cantium Retail Park and Marlborough Grove	OKR10: Land bounded by Glengall Road, Latona Road and Old Kent Road OKR11: Marlborough Grove and St James's Road OKR12: Former Southern Railway Stables

3 Sandgate Street, Verney Road and Old Kent Road	OKR13: Sandgate Street and Verney Road OKR14: 634-636 Old Kent Road OKR15: 684-698 Old Kent Road (Kwik Fit Garage)
4 Hatcham, Ilderton and Old Kent Road (South)	OKR16: Hatcham Road and Ilderton Road OKR17: South of Old Kent Road (760,812 and 840 Old Kent Road, Toysrus and Aldi stores) OKR18: Devon Street and Sylvan Grove
5 South Bermondsey	Phased Industrial Intensification

- 7.12 A summary appraisal commentary is provided in Section 7 to set out any significant effects identified along with suggestions for mitigation or enhancement to be made where relevant.
- 7.13 IIA is an assessment tool that helps to inform decision-making, it is not the sole basis for a decision. The Council will consider the findings of the IIA alongside the wider evidence base to inform the development of policy as well as help to determine which of the reasonable options should be progressed through the AAP/OAPF. This report clearly set out the reasons for the selection or rejection of options in plan-making in Section 6.

Section 8. Appraisal Summary for the Strategy and Vision

Appraisal of the draft OKR AAP

- 8.1 The AAP/OAPF has strong objectives for improving the quality of the environment in Old Kent Road including fostering community cohesion, improving health and equal opportunities for all. The plan has been carefully prepared mindful of the potential impacts considered at options stages as outlined in the previous chapter. The Old Kent Road OA experiences relatively high levels of deprivation with poor health and crime as contributing factors. The OA is on the fringes of the CAZ and the functions of central London and extending these beneficial functions to the Old Kent Road will help to improve opportunities for new jobs, homes and infrastructure. Innovative mixed use development incorporating different business sectors will help to focus and reinforce networks of creative workspaces which contribute to the central London economy. The scope of the AAP/OAPF also brings the opportunity for increased funding from new development through changes to CIL charges. The BLE will play a major role in improving transport infrastructure in the area, and the vision for creating a revitalised high street, improving the street network and connections for walking and cycling will bring significant benefits to the OA. Improving access to green space, encouraging physical activity, less exposure to harmful pollutants and improved health and shopping facilities will help to improve deprivation, crime and poor health.

Appraisal Summary for the Development Management Policies

- 8.2 The sub areas and site allocations are assessed with explicit reference to the short-, medium- and long-term impacts of the designations. These are assessed against the 17 IIA objectives. This is considered appropriate due to acknowledging that the temporal impacts, including those from the implementation of the strategy and vision.
- 8.3 The IIA appraisal tables in Appendix 5 set out the details of the impacts of the vision, strategy and plan objectives in terms of the 17 objectives in the IIA framework.

Vision

Overall Summary: Positive

- 8.4 The vision is anticipated to have an overall positive impact on the future economic, social and environmental sustainability of the Old Kent Road and the health and equality of residents, workers and visitors. This includes the delivery of the Bakerloo Line Extension which will unlock further capacity for housing and employment in the local area and increase accessibility to public transport and other areas which will ensure that residents have improved opportunities to access services, employment and recreation in a sustainable way and that reduces the need for private vehicles.

Strategy

Overall Summary: Positive

- 8.5 The strategy is anticipated to have an overall positive impact on the future economic, social and environmental sustainability of the Old Kent Road and the health and equality of residents, workers and visitors.
- 8.6 The strategy sets out a number of key deliverables which will help to implement the vision. The strategy sets out the delivery of homes, including affordable homes to ensure all residents have a decent home, employment generating uses and jobs to support a strong local economy, schools to readdress the issue of child and youth provision, community and health facilities to improve access to support for local residents and promote community cohesion, and green space to ensure that walking and cycling and active recreation are accessible to all to reduce childhood obesity, improve life expectancy and generally promote better physical and mental health and wellbeing for local residents.
- 8.7 Due to the phased nature of the masterplan, it is anticipated these positive impacts will vary across the short, medium and long term, and it will take time for some of these impacts to register on the indicators due to this time lag in implementation and improvement.

Plan Objectives**Overall Summary: Positive**

- 8.8 The plan objectives are anticipated to have an overall positive impact on the future economic, social and environmental sustainability of the Old Kent Road and the health and equality of residents, workers and visitors.
- 8.9 The plan objectives set out how each of the key policy themes will be achieved. These target key issues in the Old Kent Road including housing, employment, child and youth provision, schools and community cohesion, mitigating against the climate emergency, provision of open and green space, character and heritage, vibrant town centres, environmental sustainability and transport and movement. These broadly align with the 17 indicators and are anticipated to have positive impacts on these 17 key areas.

Section 9. Appraisal Summary for the Development Management Policies

- 9.1 The IIA appraisal tables in Appendix 6 set out the details of the impacts of the vision, strategy and plan objectives in terms of the 17 objectives in the IIA framework.

AAP1: The Masterplan

Overall Summary: Positive

- 9.2 AAP1 is anticipated to have an overall positive impact on the future economic, social and environmental sustainability of the Old Kent Road and the health and equality of residents, workers and visitors.
- 9.3 AAP1 is anticipated to have positive impacts for all because it aims to ensure that all development within the masterplan complies with the policies set out to deliver housing, employment, community facilities, child and youth provision and transport. Which cumulatively have positive impacts for all in terms of community cohesion, access and security.

AAP2: Bakerloo Line Upgrade and Extension

Overall Summary: Positive

- 9.4 AAP2 is anticipated to have an overall positive impact on the future economic, social and environmental sustainability of the Old Kent Road and the health and equality of residents, workers and visitors.
- 9.5 AAP2 is anticipated to have a wide range of positive benefits. Firstly, by increasing the capacity of public transport it unlocks further capacity for homes and jobs in the Old Kent Road to meet local need and growth the local economy. Secondly it provides a more sustainable mode of transport which reduces the need for private vehicles and reduces carbon emissions which contribute to climate change, and therefore mitigates against the Climate Emergency. Thirdly, it improves accessibility for residents to employment, services and recreation which encourages greater opportunities for all and community cohesion.

AAP3: Homes for All

- 9.1 AAP3 is anticipated to have an overall positive impact on the future economic, social and environmental sustainability of the Old Kent Road and the health and equality of residents, workers and visitors. It should be noted that the scope of the policy has been reduced due to the adoption of the Southwark Plan.
- 9.2

- 9.3 Notwithstanding this reduction in scope AAP3 is anticipated to have positive impacts for all because it ensures the delivery of range of size, type and tenure of homes that meet the local need. This will provide greater security for residents and impact positively on their mental wellbeing and sense of place.

AAP4: Student Homes

AAP4 is anticipated to have an overall positive impact on the future economic, social and environmental sustainability of the Old Kent Road and the health and equality of residents, workers and visitors.

AAP4 is anticipated to have positive impacts because it will ensure the successful integration of student housing without jeopardising the delivery of the other plan's priorities such as affordable housing, commercial business space and, public open space. This will contribute to the creation of mixed and inclusive neighbourhoods within the Old Kent Road and residents will benefit from increases in the student population.

Overall Summary: Positive

AAP5: Businesses and Workspace – The Bow Tie

Overall Summary: Positive

- 9.4 AAP5 is anticipated to have an overall positive impact on the future economic, social and environmental sustainability of the Old Kent Road and the health and equality of residents, workers and visitors. It should be noted that the scope of the policy has been reduced due to the adoption of the Southwark Plan.
- 9.5 Notwithstanding this reduction in scope, AAP5 is anticipated to have positive impacts for all because it will deliver employment generating uses to support local people in finding work. It will also deliver affordable workspace to ensure that all businesses have the space to develop and grow.
- 9.6 AAP5 also requires mixed use development including intensification of industrial uses. This uses the 15-minute city theory to ensure that employment, housing and amenities are in walking or cycling distance of each other to reduce the need for private vehicles and to promote a healthier and more active lifestyle for residents.

AAP6: Life Sciences

Overall Summary: Positive

AAP6 is anticipated to have an overall positive impact on the future economic, social and environmental sustainability of the Old Kent Road and the health and equality of residents, workers and visitors.

AAP6 is anticipated to have positive impacts by creating educational, training and employment opportunities for local residents. Through the delivery of life sciences as

meanwhile uses, this will bring otherwise inactive sites into use creating safer neighbourhoods and a better public realm experience.

AAP7: Town centres, leisure and entertainment

Overall Summary: Positive

- 9.7 AAP7 is anticipated to have an overall positive impact on the future economic, social and environmental sustainability of the Old Kent Road and the health and equality of residents, workers and visitors.
- 9.8 AAP7 is anticipated to have positive impacts by creating more vibrant and attractive town centres. This will promote walking and cycling to improve health and wellbeing but also attract people back to the high street to create more passive observation to improve the perception of safety and security.
- 9.9 AAP7 will also create more employment generating uses in town centres and provide opportunities for training and education by extension for local people. This will support a strong local economy.

AAP8: Movement

Overall Summary: Positive

- 9.10 AAP8 is anticipated to have an overall positive impact on the future economic, social and environmental sustainability of the Old Kent Road and the health and equality of residents, workers and visitors.
- 9.11 AAP8 is anticipated to have positive impacts because it is ensuring that walking, cycling and scooting are the first choice of transport as opposed to the car. This has positive impacts for sustainability as it reduces carbon emissions, and for population health as air pollution is improved and opportunities for safer exercise and recreation are more accessible to all.

AAP9: The Greener Belt Strategy - Parks and Healthy Streets

Overall Summary: Positive

- 9.1 AAP9 is anticipated to have an overall positive impact on the future economic, social and environmental sustainability of the Old Kent Road and the health and equality of residents, workers and visitors.
- 9.2 AAP9 is anticipated to have positive impacts because it will deliver healthier streets. This includes the greening of streets, and delivery of quieter and green cycling and walking routes to incentivise more active travel modes, this has benefits for reducing carbon emissions and creating opportunities for exercise and more active recreation.

AAP10: Tall Buildings Strategy: The Stations and Crossings

Overall Summary: Positive

- 9.3 AAP10 is anticipated to have an overall positive impact on the future economic, social and environmental sustainability of the Old Kent Road and the health and equality of residents, workers and visitors.
- 9.4 AAP10 is anticipated to have a positive impact because it sets out a strategy for tall buildings to ensure that the character, heritage and townscape of the existing town centres and Old Kent Road Opportunity areas are conserved. This strategy uses tall buildings as a landmark to demonstrate where there are crossings and stations, this improves legibility for local residents and minimises the impact of tall buildings as it fits within the tall buildings hierarchy as set out in the masterplan.

AAP11: Character and Heritage**Overall Summary: Positive**

- 9.5 AAP11 is anticipated to have an overall positive impact on the future economic, social and environmental sustainability of the Old Kent Road and the health and equality of residents, workers and visitors.
- 9.6 AAP11 has positive impacts on community cohesion and sense of place because it aims to preserve and enhance the industrial character of the Old Kent Road. It sets out how heritage assets, listed and non-listed will be protected and sympathetic materials used where possible to maintain this rich urban fabric.

AAP12: Design**Overall Summary: Positive**

- 9.7 AAP12 is anticipated to have an overall positive impact on the future economic, social and environmental sustainability of the Old Kent Road and the health and equality of residents, workers and visitors.
- 9.8 AAP12 is anticipated to have positive impacts because it will ensure that design is of a high standard and meets regulation to deliver decent homes and other non-domestic uses. The design will adapt to the climate emergency and reduce carbon emissions onsite, reuse materials and promote retrofitting. The design policy also sets out how inclusive and accessible design can be achieved to ensure that all can benefit from the new residential and non-residential uses. The design must also respond to the existing character to protect and enhance the quality of the landscape and townscape.

AAP13: Climate Emergency

Overall Summary: Positive

- 9.1 AAP3 is anticipated to have an overall positive impact on the future economic, social and environmental sustainability of the Old Kent Road and the health and equality of residents, workers and visitors.
- 9.2 AAP3 has positive impacts for all because it sets out how the climate emergency should be mitigated against in development to ensure that new development is as close to net carbon zero as possible. It sets out how design, heat sources and use of materials can reduce carbon emissions and be used more efficiently. This has wider benefits for improving housing and non-domestic building stock as these will be made more efficient.

AAP14: Water Management, Air and Noise Quality

Overall Summary: Positive

- 9.9 AAP14 is anticipated to have an overall positive impact on the future economic, social and environmental sustainability of the Old Kent Road and the health and equality of residents, workers and visitors.
- 9.10 AAP14 is anticipated to have positive impacts because it addresses how development can adapt to climate change and how it can manage its environment to benefit local people. It aims to improve biodiversity and green infrastructure for sustainability and carbon reduction but also because of the positive impacts on mental health and wellbeing of having access to green and open space.

AAP15: Great start in life

Overall Summary: Positive

- 9.11 AAP15 is anticipated to have an overall positive impact on the future economic, social and environmental sustainability of the Old Kent Road and the health and equality of residents, workers and visitors.
- 9.12 AAP15 aims to improve the quality of education providing buildings to make sure these are well designed and adapted to climate change too. This is crucial to ensure that all local children can access education which is close to where they live to reduce the need to go by car and enable children to be more active.
- 9.13 The policy on Child and Youth provision has now been amalgamated into AAP15 and is anticipated to have an overall positive impact on the future economic, social and environmental sustainability of the Old Kent Road and the

health and equality of residents, workers and visitors. It aims to deliver facilities with the capacity for mentoring, opportunities to improve skills and sports, as well as delivering safer open spaces and parks for a range of ages. These will be inclusive and accessible for all to promote greater community cohesion and equality.

Section 10. Appraisal Summary for the Sub Areas and Site Allocations

- 10.1 The sub areas and site allocations are assessed with explicit reference to the short, medium and long term impacts of the designations. These are assessed against the 17 IIA objectives. This is considered appropriate due to acknowledging that the temporal impacts, including those from the implementation of policies alongside the area visions and site allocations, will be experienced to varying degrees in each area, i.e. Spatially.
- 10.2 The IIA appraisal tables in Appendix 7 set out the details of the impacts of the vision, strategy and plan objectives in terms of the 17 objectives in the IIA framework. A summary of the sustainability appraisal for sub areas is set out further below.

Sub Area 1

Overall Summary: Positive

- 10.3 Sub Area 1 is anticipated to have an overall positive impact on the future economic, social and environmental sustainability of the Old Kent Road and the health and equality of residents, workers and visitors.
- 10.4 Sub area 1 proposes a new tube station, mixed-use development incorporating warehouse and distribution industrial space, employment generating and town centre uses, new green spaces in the sites OKR3 and OKR4. This will benefit new and existing communities by ensuring all local residents have access to good quality green space, this benefit both their mental and physical wellbeing.

Sub Area 2

Overall Summary: Positive

- 10.5 Sub Area 2 is anticipated to have an overall positive impact on the future economic, social and environmental sustainability of the Old Kent Road and the health and equality of residents, workers and visitors.
- 10.6 Sub Area 2 proposes 5 new parks including the Linear Park which improves the pedestrian experience in the Old Kent Road and incentivises more active travel modes. The provision of parks also addresses the issues of a lack of open space provision and biodiversity.
- 10.7 Sub Area 2 proposes a new crossing for Old Kent Road to improve safety for pedestrians to ensure greater mobility and accessibility. This also ensures a shift away from the private vehicle being the first mode of transit which reduces combustion and carbon dioxide and nitrogen dioxide levels. This in turn reduces contributions to climate change and adapts to the climate emergency, this has secondary benefits for improving air quality in the Old Kent Road.

Sub Area 3

Overall Summary: Positive

- 10.8 Sub Area 3 is anticipated to have an overall positive impact on the future economic, social and environmental sustainability of the Old Kent Road and the health and equality of residents, workers and visitors.
- 10.9 Sub Area 3 proposes sports facilities which will address the lack of child and youth provision in the local area. This will provide increased opportunities for education, training and mentoring to give local young people the best start in life. The sports facilities and school also bring wider opportunities to local people by reinforcing a sense of place and greater community cohesion as well as delivering facilities that the wider community can use to encourage healthier, active lives.
- 10.10 The Linear Park is a key green space link throughout the OKR Opportunity Area and provides safer spaces for walking and cycling. This is anticipated to have a positive impact on local residents because it will address issues of childhood obesity and promote positive behavioural changes to walk and cycle more

Sub Area 4

Overall Summary: Positive

- 10.11 Sub Area 4 is anticipated to have an overall positive impact on the future economic, social and environmental sustainability of the Old Kent Road and the health and equality of residents, workers and visitors.
- 10.12 Sub Area 4 proposes one of the two tube stations connect to the Bakerloo Line Extension. This will increase mobility for local residents and improve accessibility to employment, services and recreation and reduce the need to travel by car. The proposed tube line as unlocks greater potential for housing and employment which enables the OKR AAP to improve the quality and sustainability of housing and employment space, as well as creating new jobs in the area to support a strong local economy.
- 10.13 In the emerging masterplan, mixed use development has been proposed with a number of green spaces to address the deficiency of open space in the opportunity area. This encourages residents to walk and cycle more and lead more healthy active lifestyles. This includes Pat Hickson park, which is newly designated.

Sub Area 5

Overall Summary: Positive

- 10.14 Sub Area 5 is anticipated to have an overall positive impact on the future economic, social and environmental sustainability of the Old Kent Road and the health and equality of residents, workers and visitors.

10.15 Sub Area 5 proposes a phased approach to industrial intensification. This phased approach creates an opportunity for new industrial space. There is no net loss of industrial space and there are increased opportunities for employment generating uses and the provision of affordable workspace, as well as the protection and enhancement of the existing rich industrial character. This is achieved through the design requirements in sub area 5 which sets out the heritage assets that must be protected and acceptable indicative building heights. This sub area also sets out policy to utilise the existing railway arches for a range of business types to preserve the heritage in the area.

Flood Risk of Site Allocations

10.16 The borough is at risk of flooding from a number of sources including from the River Thames as well as from ground and surface water flooding. Within the sustainability appraisals set out in Appendix 5, Objective 14 details how the sequential test (and exception test if required) has been applied with further analysis for each site allocation.

10.17 The next section within this chapter sets out the NPPF approach to flood risk management in the preparation of a local plan; and further information on the sequential and exceptions tests. This section further elaborates on the Council's approach to flooding and an appraisal summary for site allocations sequential and exception tests.

NPPF approach to flood risk management in the preparation of a local plan

10.18 The National Planning Policy Framework (NPPF) and accompanying Planning Practice Guidance emphasise the responsibility of Local Planning Authorities to ensure that flood risk is understood and managed effectively and sustainably throughout all stages of the planning process.


10.19 The greatest risk to property and life from flooding within the Old Kent Road is as a result of tidal activity within the River Thames. However, the Borough is currently protected from combined tidal and fluvial flooding by the River Thames Tidal Defences, up to the 1 in 1000 year event. The risk is therefore of a residual nature, associated with overtopping or breaching of defences. Excepting the River Thames, there are no other watercourses within Southwark known to present a risk of fluvial flooding. A potential risk of flooding from other (non-river related) sources exists throughout the Borough, including sewer surcharge and surface water flooding as a result of heavy rainfall and/or blocked drainage systems.

10.20 Southwark plays a key role in managing this risk as a Lead Local Flood Authority, under the Flood and Water Management Act (2010) and the Flood Risk Regulations (2009). Areas of the Borough are also thought to be susceptible to elevated groundwater levels, which may additionally interact with and exacerbate these other sources of flood risk. It is expected that changing

climate patterns will have a substantial impact on the level of flood risk from all sources within Southwark.

10.21 The NPPF approach aims to ensure that flood risk is considered at all stages of the planning process and to avoid inappropriate development in areas of greatest flood risk; steering development towards areas of lower risk. Development is only permissible in areas at risk of flooding in exceptional circumstances where it can be demonstrated that there are no reasonably available sites in areas of lower risk, the sustainability benefits of that development outweigh the risks from flooding and, the development will be safe for its lifetime without increasing flood risk elsewhere.

10.22 Such development is required to include mitigation/management measures to minimise risk to life and property should flooding occur. Building on these principles, the NPPF and Technical Guidance have established a process for the assessment of flood risk, with each stage building upon the previous assessment with a refinement of the evidence base. Utilising a Source – Pathway – Receptor approach, the source of flooding, the spatial distribution of flood risk and the vulnerability of development types are assessed to inform decision making through each of the key stages of the Flood Risk Management Hierarchy, as outlined in the NPPG and shown in the table below.



Stage	Approach
Level 1 SFRA	Assessment (broad scale and comprehensive)
Sequential Test Across Planning Area	Avoidance
Level 2 SFRA (if required)	Detailed Assessment (Growth Area or Site Specific)
Sequential Approach at Site	Avoidance
Control and Improvement	Through Design (e.g. SuDS)
Mitigate Remaining Risks	Flood Resilient Design and Construction

Applying the sequential test

10.23 The sequential test for allocated sites has been undertaken through the Southwark Plan. The aim of the Sequential Test is to steer new development to areas with the lowest probability of flooding. (paragraph 168 of the NPPF). As such, development should not be permitted in areas of flood risk, where there are reasonably available sites appropriate for the proposed development in areas with a lower probability of flooding.

10.24 Planning Practice Guidance requires inappropriate development in areas at risk of flooding (i.e. in flood zones 2 and 3 or land within flood zone 1 which has critical drainage problems) to be avoided by directing development away from areas at highest risk. Where development is necessary, it is required that it is made safe without increasing the risk of flooding elsewhere. The NPPF sets out a sequential approach in order to achieve this. This requires that development

can be located in flood zone 2 and then flood zone 3 only if there are no reasonably available sites in flood zone 1. The Sequential Test should be carried out on all development sites and can be applied at all levels and scales of the planning process, both between and within Flood Zones.

10.25 The approach seeks to prevent the allocation of sites that are inappropriate on flood risk grounds by considering the vulnerability of the type of development proposed and how compatible the intended use is with the level of flood risk at the site. The NPPF Technical Guidance Note classifies the flood risk vulnerability of land uses into five categories, as follows:

Flood risk vulnerability of land uses

i. Essential infrastructure

Includes:

- Essential transport infrastructure;
- Essential utility infrastructure including electricity generating power stations, water treatment works;
- Wind turbines.

ii. Highly vulnerable

Includes:

- Police stations, fire stations and ambulance stations;
- Emergency dispersal points;
- Basement dwellings;
- Caravans, mobile homes and park homes intended for permanent residential use;
- Installations requiring hazardous substances consent.

iii. More vulnerable

Includes:

- Hospitals;
- Residential institutions such as residential care homes, children's homes, social services homes, prisons and hostels;
- Buildings used for dwelling houses, student halls of residence, drinking establishment, nightclubs and hotels;
- Non-residential uses for health services, nurseries and educational establishments;
- Landfill and sites used for waste management facilities for hazardous waste;
- Sites used for holiday or short-let caravans and camping.

iv. Less vulnerable

Includes:

- Police, ambulance and fire stations which are not required to be operational during flooding;
- Buildings used for shops; financial, professional and other services; restaurants and cafes; hot food takeaways; offices; general industry; storage and distribution; non-residential institutions not included in 'more vulnerable', and assembly and leisure;

- Land and buildings used for agriculture and forestry;
- Waste treatment;
- Minerals working and processing;
- Water treatment works;
- Sewage treatment works.

v. **Water-compatible development**

Includes:

- Flood control infrastructure;
- Water transmission infrastructure and pumping stations;
- Sewage transmission infrastructure and pumping stations;
- Sand and gravel workings;
- Docks, marinas and wharves;
- Navigation facilities;
- MOD defence installations;
- Ship building, repairing and dismantling, dockside fish processing and refrigeration and compatible activities requiring a waterside location;
- Water-based recreation (excluding sleeping accommodation);
- Lifeguard and coastguard stations;
- Amenity open space, nature conservation and biodiversity, outdoor sports and recreation; and
- Essential facilities such as changing rooms; essential ancillary sleeping or residential accommodation for staff required by uses in this category.

10.26 The below table sets out the types of development that are considered as suitable within areas of varying perceived flood risk.

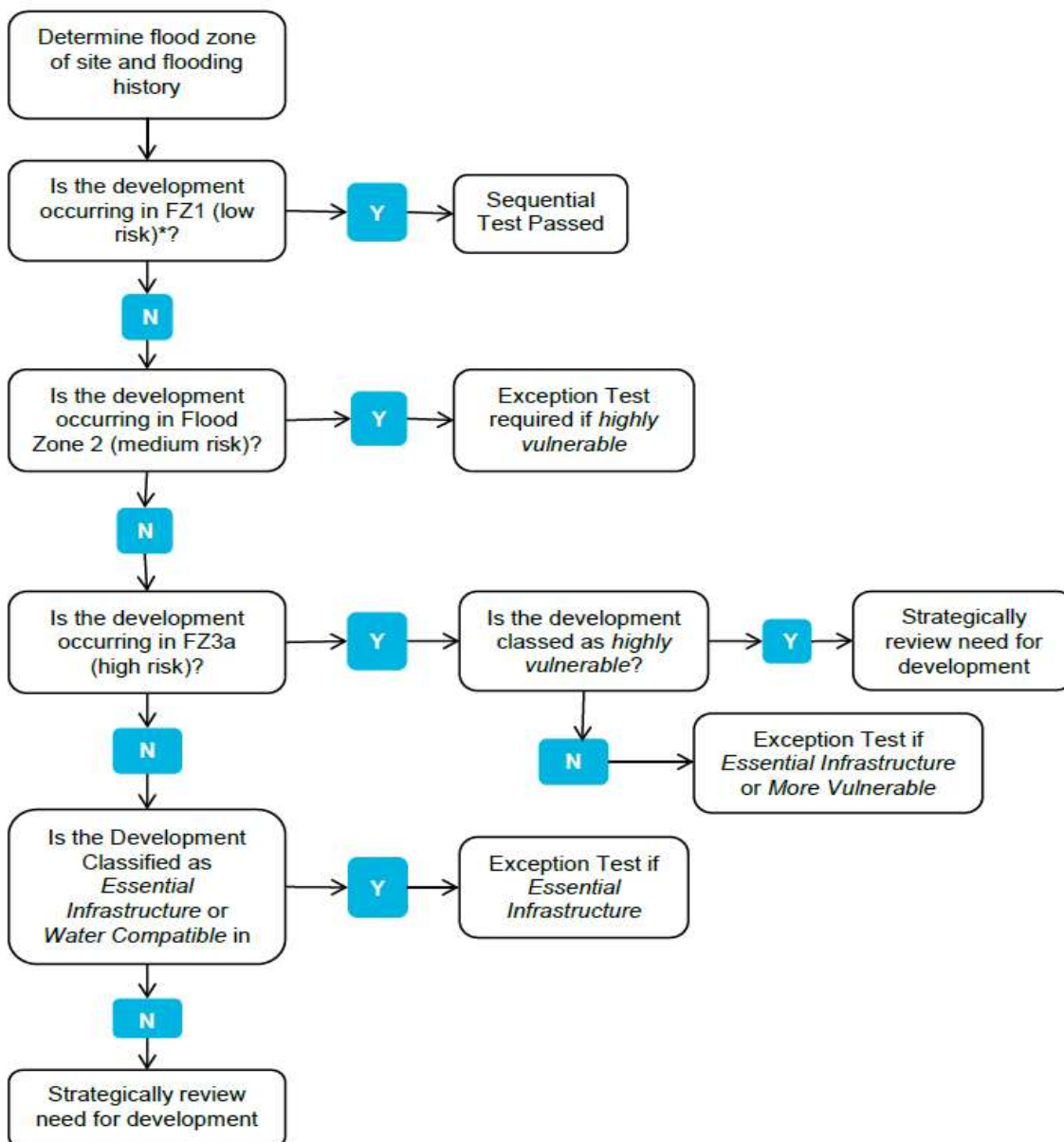
1) **Flood zones and development compatibility**

Flood Zone	Description	Annual probability of river or sea flooding	Appropriate uses
Zone 1	Low Probability	1 in 1,000 (<0.1%)	<ul style="list-style-type: none"> • All uses
Zone 2	Medium Probability	1 in 100 – 1 in 1,000 (river) (1-0.1%) 1 in 200 – 1 in 1,000 (sea) (0.5-0.1%)	<ul style="list-style-type: none"> • Water Compatible • Less Vulnerable • More Vulnerable • Essential Infrastructure • Highly Vulnerable*
Zone 3a	High Probability	1 in 100 or greater (river) (>1%) 1 in 200 or greater (sea) (>0.5%)	<ul style="list-style-type: none"> • Water Compatible • Less Vulnerable • More Vulnerable* • Essential Infrastructure*
Zone 3b	The Functional Floodplain	1 in 20 or greater (5%) or land which is designed to flood in an extreme (0.1%) flood.	<ul style="list-style-type: none"> • Water Compatible • Essential Infrastructure*

Notes: *only if Exception Test passed

The Sequential Test

10.27 There is significant development and regeneration proposed in the Old Kent Road in the future, with a large number of site allocations located in medium-to-high risk flood zones 2 or 3. As such it is crucial that the allocation of development considers flood risk early in the planning process. It is therefore necessary for Soutwark to consider whether potential development sites in flood zones need to and can pass the sequential and exception test. Within the *Strategic Flood Risk Assessment (SFRA) Level 1 (2017)* it is set out how the Sequential Test has been undertaken and how the below flow diagram has been applied to identify the suitability of a site for allocation, in relation to the flood risk classification.



* Other sources of flooding also need to be considered

- 10.28 The Old Kent Road is in the north of the borough. The majority of the Opportunity Area land is located in flood zone 2 and 3. Therefore locating all required development away from these areas is unlikely to be achievable. In order to effectively manage flood risk, a sequential test has been applied for each site allocation in the *Strategic Flood Risk Assessment (SFRA) Level II: Sequential test of site allocations* according to the NPPF risk-based approach. The test confirms if the proposed land use is acceptable and compatible with the flood risk zone or requires an additional exception test to allow the development to occur for wider sustainability reasons (paragraph 169 of the NPPF).
- 10.29 The greatest risk to property and life from flooding within the Old Kent Road (LBS) is as a result of tidal activity within the River Thames. However, the Borough is currently protected from combined tidal and fluvial flooding by the River Thames Tidal Defences (TTD) up to the 1 in 1000 year event. The risk is therefore of a residual nature, associated with overtopping or breaching of defences. Excepting the River Thames, there are no other watercourses within Southwark known to present a risk of fluvial flooding.
- 10.30 A potential risk of flooding from other (non-river related) sources exists throughout the Borough, including sewer surcharge and surface water flooding as a result of heavy rainfall and/or blocked drainage systems. Southwark plays a key role in managing this risk as a Lead Local Flood Authority, under the Flood and Water Management Act (2010) and the Flood Risk Regulations (2009).
- 10.31 Areas of the Borough are also thought to be susceptible to elevated groundwater levels, which may additionally interact with and exacerbate these sources of flood risk. It is expected that changing climate patterns will have a substantial impact on the level of flood risk from all sources within Southwark.
- 10.32 The SFRA identifies the tidal floodplains associated with the River Thames and presents Flood Zone Maps that delineate the flood zones outlined in the NPPF. Breach modelling has additionally been undertaken to enable a greater understanding of the residual risk associated with this source. The resulting hazard, depth and velocity mapping contained within the SFRA provide further definition of the spatial variations of flood risk within Flood Zone 3.
- 10.33 The majority of the northern half of the Borough is located within Flood Zone 3a and therefore classed as at high risk of flooding. The floodplain areas within Southwark associated with the River Thames do not have a Flood Zone 3b or functional floodplain associated with them, as they are classed as defended and would not flood during a 1 in 20 year event. Therefore, the functional floodplain has been defined as the area situated on the river side of the raised defence line.
- 10.34 OKR site allocations are required to deliver the quantum of housing necessary to meet the borough needs, as well as the development of employment and retail floorspace, particularly in the Central Activities Zone (north of the

borough). Additional social infrastructure and new parks will also be delivered as part of the regeneration objectives of these areas. The development of these areas, in conformity with the London Plan objectives for growth and housing targets, is considered to bring significant sustainability benefits to the local communities.

10.35 The development envisaged for these areas to meet the requirements of meeting the boroughs targets for growth, the duty to cooperate with neighbouring boroughs (for example to secure significant infrastructure improvements such as the Bakerloo Line extension) and the Opportunity Area designations for growth in the London Plan. The scale of development envisaged for these areas is unlikely to be achievable in other parts of the borough and would not meet other sustainability objectives of the IIA. Whilst many of the sites are located in Flood Zone 3, these benefit from the Thames Tideway defences, and many safety measures are incorporated into Southwark Plan Policy P67 to ensure the developments are safe. The sequential test for the site allocations is therefore considered to be passed.

The Exception Test

10.36 A local planning authority should demonstrate through evidence that it has considered a range of options in the site allocation process, using the Strategic Flood Risk Assessment to apply the Sequential Test and the Exception Test where necessary. This can be undertaken directly or, ideally, as part of the sustainability appraisal. Where other sustainability criteria outweigh flood risk issues, the decision making process should be transparent with reasoned justifications for any decision to allocate land in areas at high flood risk in the sustainability appraisal report.

10.37 **Appendix 5** contains a detailed sustainability appraisal, where every area vision and site allocation was assessed against the Council's objectives. For every site allocation under objective 14 (To reduce vulnerability to flooding) it is set out whether it has satisfied the sequential test, or an exception test was required. As set out in SFRA Level II, if the sequential test is passed, the development is permitted as it proposes 'less vulnerable' land uses which are acceptable within the respective Flood Zone. If the sequential test confirms that the site will have 'more vulnerable' land uses, an exception test has been carried out to demonstrate and help ensure that flood risk to people and property will be managed satisfactorily, while allowing necessary development to go ahead in situations where suitable sites at lower risk of flooding are not available. Within the exception test two criterion need to be satisfied, as per paragraph 170 of the NPPF as follows:

10.38 **Demonstrate wider sustainability benefits to the community that outweigh flood risk**

Evidence of wider sustainability benefits to the community should be provided, for instance, through the sustainability appraisal. If a potential site allocation fails to score positively against the aims and objectives of the sustainability appraisal, or is not otherwise capable of demonstrating sustainability benefits, the local planning authority should consider whether the use of planning conditions and/or planning obligations could make it do so. Where this is not possible the Exception Test has not been satisfied and the allocation should not be made.

10.39 Demonstrate that development will be safe for its lifetime taking account of the vulnerability of its users, without increasing flood risk elsewhere, and, where possible, will reduce flood risk overall

10.40 *Wider safety issues need to be considered as part of the plan preparation. If infrastructure fails then people may not be able to stay in their homes. Flood warnings and evacuation issues therefore need to be considered in design and layout of planned developments. In considering an allocation in a Local Plan a level 2 Strategic Flood Risk Assessment should inform consideration of the second part of the Exception Test.*

10.41 Where an exception test was required, to satisfy the sequential test criterion, under objective 14 we have set out the wider sustainability benefits for each site allocation in Appendix 5 such as social, economic and environmental benefits that would be brought to the community that outweigh flood risk.

10.42 Many site allocations are located in the four opportunity areas designated for significant growth in the London Plan (Canada Water, Borough, Bankside and London Bridge, Elephant and Castle and Old Kent Road). Many of the sites in the north of the borough are required to deliver the quantum of housing necessary to meet the borough needs, as well as the development of employment and retail floorspace, particularly in the Central Activities Zone (north of the borough). Additional social infrastructure and new parks will also be delivered as part of the regeneration objectives of these areas. The development of these areas, in conformity with the London Plan objectives for growth and housing targets, is considered to bring significant sustainability benefits to the local communities. The following regeneration benefits are relevant:

- Making use of brownfield sites;
- New homes to meet and exceed our housing targets including affordable housing to meet the borough needs of social rented and intermediate housing
- An increase in high-quality office accommodation to support the growth of the local economy and bring increased job opportunities and prosperity to the borough including the provision of affordable workspace;
- A variety of town centre uses and retail at ground floor level to provide active frontages and create a vibrant urban area;

- Under NSP policies significant levels of construction and uplift in employment space will provide training in construction and in the final development;
- More job opportunities generated by employment space uplift and town centre uses which will help reduce poverty as an underlying determinant;
- Delivery of the Low Line walking route creating improved accessibility and the quality of experience for walking. Improved walking networks encourage active travel and exercise, which is beneficial for health, as well as activating railway arches for a variety of commercial uses;
- Bringing more destinations closer to residents through strategic walking routes and improved accessibility, with improved pavements, crossings and public spaces encourage people to walk more. Measures to encourage walking can also help tackle social isolation and routes should accommodate parents and older or disabled people;
- Bringing retail use to the area will provide more shops, retail and public spaces in closer proximity to local residents. Active frontages will encourage interaction and usage amongst the local community, which will improve the character or 'feel' of the neighbourhood, and thereby influence community cohesion and social interaction.
- New homes will help meet the housing needs and address the overcrowding issue, which is one of the key determinants of health;
- Some sites are required to deliver new open space in areas of deficiency. New open spaces will provide an essential resource for residents and visitors, used for sports and other exercise, relaxation, socialisation, nature conservation, food growing and cultural events. This will maintain and improve open spaces to ensure health and wellbeing benefits associated with these activities are accrued;
- The provision of open space is valuable in supporting active travel and walking which has the potential to encourage a reduction in climate change. By reducing the intensity of carbon emissions released in a certain area contributes to better air quality;
- The increased provision of open space will help absorb negative CO₂ emissions and this will contribute to better air quality;
- The requirement to improve pedestrian movement and permeability through site developments will enhance connectivity across the area, promoting healthy lifestyles and improving access to services.
- Redevelopment opportunities will also enable social infrastructure such as schools and health facilities to be provided.

10.43 These sites are therefore considered to pass part 1 of the Exceptions Test.

10.44 Furthermore, to meet the second requirement that the development is safe for its lifetime, and that flood risk to people and property will be managed satisfactorily, recommendations set out in the SFRA Level II report including

site specific emergency evacuation procedures, flood resilient construction techniques and SuDS have been incorporated under objective 14 in Appendix 5 for each site. The site allocations in Flood Zone 3 are in the 'defended' zone, meaning they benefit from protection from combined tidal and fluvial flooding by the River Thames Tidal Defences (TTD) up to the 1 in 1000 year event. The risk is therefore of a residual nature, associated with overtopping or breaching of defences.

10.45 Ongoing maintenance of these defences is critical, and the SFRA recommends priority should be given to safeguarding the Standard of Protection (SoP) provided by defences over the lifetime of any development. Additionally, the SFRA recommends consideration should be given to the specific recommendations of the Environment Agency's Thames Estuary 2100 (TE2100) plan in requiring reduction of current and future flood risk through raising, maintaining and enhancing flood defences.

10.46 Policy AAP12 Cleaner, greener, safer requires a number of measures to mitigate against issues of water and sewage capacity in the OKR Opportunity Area to ensure flood protection by setting out a target greenfield run off rate onsite, utilising Sustainable Urban Drainage and limit water discharge to greenfield run off rates.

10.47 Flood protection and mitigation policy set out in the Southwark Plan also applies to the OKR AAP. Policy P68 in the Southwark Plan requires a number of measures in developments to promote safety measures:

- Finished floor levels set no lower than 300mm above the predicted maximum water level
- Reducing surface water run-off to greenfield run-off rates including the use of SUDS to the drainage hierarchy and water sensitive urban design
- Permeable paving and gardens
- A set back of 10 metres for development on sites located adjacent to the River Thames defence wall

10.48 A Flood Risk Assessment (FRA) would also be required for any development proposals in flood risk zones 2 and 3. The FRA must demonstrate that the development will be safe for its lifetime taking account of the vulnerability of its users, without increasing flood risk elsewhere, and, include site specific measures to, reduce flood risk overall. A Basement Impact Assessment will be separately required for any development proposals incorporating new or extended basement areas, as recommended in the Level 1 SFRA.

10.49 Where an approved application is relevant to a site allocation, further information has been provided under objective 14 to set out the flood risk considerations that were taken into account during the decision making process, and what recommendations have been made to reduce flood risk and

making the development safe for its lifetime. The SFRA also recommended using Integrated Water Management Strategies (IWMS) for areas which would receive a significant amount of development to manage surface water run-off on a strategic scale. An IWMS has been prepared for the Old Kent Road AAP incorporating these principles. Overall, the site allocations requiring the exceptions test are considered to be able to demonstrate the development will be safe, protecting the vulnerability of its users, and without increasing flood risk elsewhere by using the principles of Policy P67 of the Southwark Plan, Integrated Water Management Strategies and individual Flood Risk Assessments, in accordance with Part 2 of the Exceptions Test.

- 10.50 The sustainability appraisal of objective 14 (in Appendix 5) was undertaken using professional judgment, supported by the baseline information and wider evidence base. Out of 82 sites, all sites have passed the sequential test. A number of sites also required additional exception tests. All sites required for the exception test have satisfied the two criteria of the exception test. None of the site allocations represented inappropriate development which is incompatible with the flood risk level as defined in the NPPF.
- 10.51 As such, overall the sustainability appraisal of each site demonstrates a positive appraisal. No risks have been identified as part of the site appraisals and if any arose at a later time, they are generally mitigated by other policies in the Southwark Plan.

Section 11. Monitoring and Implementation

Proposals for monitoring

- 11.1 The identification of suitable sustainability indicators within the IIA Framework to ensure issues can be effectively measured and monitored has been an iterative process and taken into consideration comments made in the consultation process. We have borne in mind that the indicators need to satisfy the following characteristics since only these are suitable for monitoring purposes: Importance, supported by readily available information, capabilities of showing trends over time, easy to understand and communicate.
- 11.2 At the options identification stage we dealt with general concepts and directions for regeneration and growth in the Old Kent Road opportunity area. This has meant that this initial appraisal has been high level, identifying potential social, environmental and economic impacts.
- 11.3 It is important that the plan is monitored to keep track of whether it is working in the way it should. The most appropriate way to monitor the area action plan is through the Local Development Framework Authority's Monitoring Report (AMR). The AMR monitors the type of development that is occurring as a result of all of the council's planning policies and guidance and what effects this development is having in terms of sustainability. Where new indicators have been identified, through the IIA process, these will be added to the AMR. The AAP sets out a monitoring framework to ensure new development meets the objectives of the plan. These indicators will be added to our AMR once the AAP is adopted.
- 11.4 The council has also been carrying out a project on enhancing the impact of planning policy on health outcomes. This has developed an enhanced evidence base to inform and monitor the Old Kent Road policies. The approach to the project has been informed by the Mental Well-being Impact Assessment screening.
- 11.5 This plan will be monitored through Baseline Indicators found in **Appendix 9** which refer to findings of **Appendix 3: Baseline Data**. Each of the baseline indicators are attributed to specific IIAOs which have been used during the appraisals of the OKR AAP (**Appendix 5, 6 and 7**).
- 11.6 The most appropriate way to monitor the plan is through the Local Development Framework Authority's Monitoring Report (AMR). The AMR monitors the type of development that is occurring as a result of all of the council's planning policies and guidance and what effects this development is having in terms of sustainability.
- 11.7 The sources of monitoring for all indicators can be found in **Appendix 9**.

How will the plan be implemented?

- 11.1 We will ensure the AAP is implemented by working with local communities, businesses developers, Lewisham council, GLA, TFL and other partners but also explore joint governance arrangements with our partners to reflect the commitment to supporting growth.
- 11.2 Implementation of the AAP policies will be achieved through our development management function when we make decisions on planning applications. We will work with landowners and developers to ensure schemes make effective use of land across the OA and consider the wider context. We will use the council's delivery programmes to help deliver new council homes and using our compulsory purchase powers where necessary to ensure that land is made available for development where it is needed to deliver the AAP vision and policies.
- 11.3 Development should not be permitted unless essential infrastructure (social infrastructure such as schools, health and other community facilities; physical infrastructure such as transport and utilities; green infrastructure such as parks and open spaces) can be completed prior to occupation of the new development.
- 11.4 We will ensure the OKR AAP is implemented by working with the local community and businesses, developers, neighbouring borough councils, GLA, TFL and other partners to deliver the plan.
- 11.5 The OKR AAP will be implemented in the context of the Southwark Plan. This plan will shape development in Southwark from 2019 to 2036 through the application of area vision guidance and strategic, development management and site allocation policies to planning proposals. As a spatial planning document, the Southwark Plan will also influence the investment decisions of the council and its development and infrastructure partners.
- 11.6 Southwark Council together with Lewisham will continue to actively campaign and promote the BLE given its importance for the delivery of homes in the boroughs. This infrastructure is essential to meet our housing target, given the planned delivery of new homes in the Old Kent Road Opportunity Area in Southwark and New Cross and Catford Opportunity Areas in Lewisham. Both parties will continue working with the Greater London Authority and Transport for London to develop these proposals for the BLE and to make the case to government to ensure the project is delivered.
- 11.7 Implementation of the OKR AAP policies will be achieved through our development management function when we make decisions on planning

applications. We will work with landowners and developers to ensure schemes make effective use of land across the borough and consider the wider context. We will use the council's delivery programmes to help deliver new council homes and using our compulsory purchase powers where necessary to ensure that land is made available for development where it is needed to deliver the OKR AAP vision and strategy.

- 11.8 Our Statement of Community Involvement (SCI) sets out how and when the community will be involved in preparing planning policy documents and in making decisions on planning applications. The SCI was developed by working with many local people, businesses, voluntary and community organisations, councillors and statutory organisations. The SCI includes: information on different consultation methods; how to overcome barriers to involve different groups and; the consultation process for both planning policy documents and planning applications. Involving the community at the earliest stage possible in the planning process helps to implement development that is wanted and needed by the community.
- 11.9 New development also needs to be supported by adequate social, physical and green infrastructure. This includes: social infrastructure such as schools, health and other community facilities; physical infrastructure such as transport and utilities; green infrastructure such as parks and open spaces. Where infrastructure is needed to support development, it should be provided alongside it. Development should not be permitted unless essential infrastructure can be completed prior to occupation of the new development.
- 11.10 We will continue to work in partnership with infrastructure providers, including both internal council departments and external agencies, throughout the development of the OKR AAP to identify infrastructure required to facilitate the development set out in the plan.
- 11.11 We will use S106 planning obligations/CIL to overcome negative impacts of development and to make sure that infrastructure needed to support development is provided. We will use planning obligations in accordance with government guidance, set out in the CIL Regulations. We have an approved Planning Obligations/CIL SPD which explains our policies in more detail and sets out a series of standard charges to be applied to development. Through implementing this SPD and collecting CIL we will secure financial contributions to mitigate the impacts of development.

Links to other tiers of plans, programmes and other guidance

- 11.1 The OKR AAP will be continuously influenced by other tiers of planning at national, regional, borough and local levels. Any changes to other spheres of

planning legislation will require the IIA and OKR AAP to be updated accordingly to align with these new targets set.

11.2 The NPPF updates the approach to plan making by simplifying the process and returning to a system of Local Plans. The Southwark Plan has been adopted as of February 2022. The Local Development Scheme (available on our website) sets out the programme for the production of documents.

11.3 It should be noted that local planning policy is produced within a framework set by national and regional government planning guidance such as the NPPF and the London Plan. This guidance indicates the broad principles that local policy should adopt. For example, the London Plan identifies opportunity areas which are expected to deliver new homes, jobs and infrastructure to be determined in more detail in a local level plan.

11.4 Figure 8.1 demonstrates the various tiers of planning at national, regional, borough and local levels. The National Planning Policy Framework updates the approach to plan making by simplifying the process and returning to a system of Local Plans.

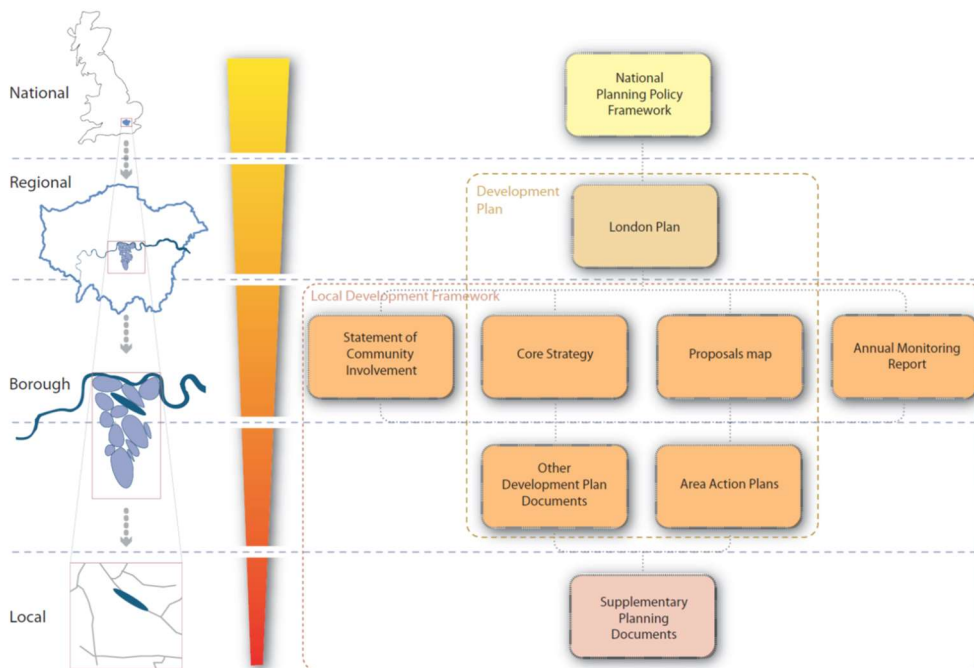


Figure 11.1

11.1 The references to support the IIA appraisal are set out in Appendix 14.



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Integrated Impact Assessment Appendices

Appendix 1: SEA Directive Requirement

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Appendix 1	SEA Directive Requirement
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Appendix 4	Sustainability Appraisal Framework
Appendix 5	Assessment of the Strategy and Vision
Appendix 6	Assessment of the Strategic and Development Management Policies
Appendix 7	Assessment of the Sub Areas and Site Allocations
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Appendix 14	OKR AAP References

Appendix 1

The Strategic Environmental Assessment Regulations 2004 requirements checklist

Strategic Environmental Assessment Regulations requirements checklist	Plan-making stage
<p>Preparation of environmental report (regulation 12)</p> <p>Preparation of an environmental report that identifies describes and evaluates the likely significant effects on the environment of implementing the plan or programme and reasonable alternatives taking into account the objectives and geographical scope of the plan or programme (regulation 12(2)).</p> <p>The report shall include such of the information referred to in Schedule 2 as may reasonably be required, taking into account current knowledge and methods of assessment, the contents and level of detail in the plan or programme, its stage in the decision-making process and the extent to which certain matters are more appropriately assessed at different levels in the process to avoid duplication of the assessment (regulation 12(3)). Information may be provided by reference to relevant information obtained at other levels of decision-making or through other EU legislation (regulation 12 (4)).</p> <p>When deciding on the scope and level of detail of information to be included in the environmental report the consultation bodies should be consulted.</p>	<p>Stages A-C as described in Table 2.1 of the IIA.</p>
<p>The information referred to in Schedule 2 is:</p> <p>a) An outline of the contents, main objectives of the plan or programme, and relationship with other relevant plans and programmes.</p>	<p>Stage A as described in Table 2.1 of the IIA – Scoping stage.</p>
<p>b) The relevant aspects of the current state of the environment and the likely evolution thereof without implementation of the plan or programme.</p>	<p>Stage A as described in Table 2.1 of the IIA - Scoping stage.</p>
<p>c) The environment characteristics of areas likely to be significantly affected.</p>	<p>Stage A as described in Table 2.1 of the IIA - Scoping stage.</p>
<p>d) Any existing environmental problems which are relevant to the plan or programme including, in particular, those relating to any areas of a particular environmental importance, such as areas designated pursuant to Directives 2009/147/EC (Conservation of Wild Birds) and 92/43/EEC (Habitats Directive).</p>	<p>Stage A as described in Table 2.1 of the IIA - Scoping stage.</p>

e) The environmental protection objectives, established at international, Community or national level, which are relevant to the plan or programme and the way those objectives and any environmental considerations have been taken into account during its preparation.	Stages A-B as described in Table 2.1 of the IIA.
f) The likely significant effects on the environment, including on issues such as biodiversity, population, human health, fauna, flora, soil, water, air, climatic factors, material assets, cultural heritage including architectural and archaeological heritage, landscapes and the interrelationship between the above factors. These effects should include secondary, cumulative, synergistic, short, medium and long-term permanent and temporary, positive and negative effects.	Stage B as described in Table 2.1 of the IIA. (Section 6 of the IIA).
g) The measures envisaged to prevent, reduce and as fully as possible offset any significant adverse effects on the environment of implementing the plan or programme.	Stages B-C as described in Table 2.1 of the IIA. (Sections 6 and 7 of the IIA).
h) An outline of the reasons for selecting the alternatives dealt with, and a description of how the assessment was undertaken including any difficulties (such as technical deficiencies or lack of know-how) encountered in compiling the required information.	Stages A-C as described in Table 2.1 of the IIA. (Scoping and Sections 6 and 7 of the IIA).
i) A description of measures envisaged concerning monitoring in accordance with regulation 17.	Stages A-C as described in Table 2.1 of the IIA. (Scoping and Section 8 of the IIA).
j) A non-technical summary of the information provided under the above headings.	Stage C as described in Table 2.1 of the IIA. (Non-technical summary of the IIA).
<p>Consultation procedures (regulation 13)</p> <p>As soon as reasonably practicable after their preparation, the draft plan or programme and environmental report shall be sent to the consultation bodies and brought to the attention of the public, who should be invited to express their opinion. The period within which opinions must be sent must be of such length as will ensure an effective opportunity to express their opinion.</p>	Stages A-D as described in Table 2.1 of the IIA.
<p>Information as to adoption of plan or programme (regulation 16)</p> <p>As soon as reasonably practicable after the plan or programme is adopted, the consultation bodies, the public and the Secretary of State (who will inform any other EU</p>	Stage E as described in Table 2.1 of the IIA (to follow).

<p>Member States consulted) shall be informed and the following made available:</p> <ul style="list-style-type: none"> • the plan or programme adopted • the environmental report • a statement summarising: <ul style="list-style-type: none"> (a) how environmental considerations have been integrated into the plan or programme; (b) how the environmental report has been taken into account; (c) how opinions expressed in response to: <ul style="list-style-type: none"> (i) the invitation referred to in regulation 13(2)(d); (ii) action taken by the responsible authority in accordance with regulation 13(4), have been taken into account; (d) how the results of any consultations entered into under regulation 14(4) have been taken into account; (e) the reasons for choosing the plan or programme as adopted, in the light of the other reasonable alternatives dealt with; and (f) the measures that are to be taken to monitor the significant environmental effects of the implementation of the plan or programme. (regulation 16) 	
<p>Monitoring of implementation of plans or programmes (regulation 17)</p> <p>Monitoring of significant environmental effects of the plan's or programme's implementation with the purpose of identifying unforeseen adverse effects at an early stage and being able to undertake appropriate remedial action (regulation 17 (1)).</p> <p>Monitoring arrangements may comprise or include arrangements established for other purposes (regulation 17 (2)).</p>	<p>Stage E as described in Table 2.1 of the IIA (to follow).</p>



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Appendix 2: Relevant Plans, Programmes and Strategies

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APPENDIX 2

RELEVANT PLANS, STRATEGIES AND PROGRAMMES

Global

Plan, Strategy or Programme	Summary of objectives and targets
WHO Age-friendly Cities Guide (2007)	The WHO Age-friendly Cities Guide highlights eight domains that cities and communities can address to better adapt their structures and services to the needs of older people: the built environment, transport, housing, social participation, respect and social inclusion, civic participation and employment, communication, and community support and health services.

European

Plan, Strategy or Programme	Summary of objectives and targets
EU Biodiversity Strategy to 2020 (2012)	<p>The European Commission adopted an ambitious new strategy to halt the loss of biodiversity and ecosystem services in the EU by 2020. There are six main targets, and 20 actions to help Europe reach its goal. Biodiversity loss is an enormous challenge in the EU, with around one in four species currently threatened with extinction and 88% of fish stocks over-exploited or significantly depleted.</p> <p>The six targets cover:</p> <ul style="list-style-type: none"> • Full implementation of EU nature legislation to protect biodiversity • Better protection for ecosystems, and more use of green infrastructure • More sustainable agriculture and forestry • Better management of fish stocks • Tighter controls on invasive alien species • A bigger EU contribution to averting global biodiversity loss <p>The new Biodiversity Strategy follows on from the 2006 Biodiversity Action Plan.</p>
EU Biodiversity Action Plan (2006) and 2010 Assessment	The EU Biodiversity Action Plan addresses the challenge of integrating biodiversity concerns into other policy sectors in a unified way. It specifies a comprehensive plan of priority actions and outlines the responsibility of community institutions and Member States in relation to each. It also contains indicators to monitor progress and a timetable for evaluations. The European Commission has undertaken to provide annual reporting on progress in delivery of the Biodiversity Action Plan. A baseline report was prepared in 2010 to take stock of the 2006 Biodiversity Action Plan and assess the impact it has had on Europe's biodiversity. The report produced by the European Environment Agency, provides the latest facts and figures on the state and trends of different biodiversity and ecosystems components in the EU.
European Landscape Convention (ratified by the UK Government in 2006)	<p>The European Landscape Convention (ELC) is the first international convention to focus specifically on landscape, and is dedicated exclusively to the protection, management and planning of all landscapes in Europe.</p> <p>The ELC was signed by the UK government on 24 February 2006, ratified on the 21 November 2006, and became binding on 1 March 2007.</p> <p>The convention highlights the need to recognise landscape in law, to develop landscape policies dedicated to the protection, management and creation of landscapes, and to establish procedures for the participation of the general public and other stakeholders in the creation and implementation of landscape policies. It also encourages the integration of landscape into all relevant areas of policy, including cultural, economic and social policies</p>

Plan, Strategy or Programme	Summary of objectives and targets
EU Sustainable Development Strategy 2002 (revised 2006) (reviewed 2009)	The overall aim of the EU Sustainable Development Strategy is to identify and develop action to enable the EU to achieve a continuous long-term improvement of quality of life through the creation of sustainable communities able to manage and use resources efficiently, able to tap the ecological and social innovation potential of the economy and in the end able to ensure prosperity, environmental protection and social cohesion
EU Directives	
Air Quality Directive 2008/50/EC	<p>This Directive is on ambient air quality and cleaner air for Europe and includes the following key elements:</p> <ul style="list-style-type: none"> • The merging of most of existing legislation into a single directive (except for the fourth daughter directive) with no change to existing air quality objectives* • New air quality objectives for PM2.5 (fine particles) including the limit value and exposure related objectives – exposure concentration obligation and exposure reduction target • The possibility to discount natural sources of pollution when assessing compliance against limit values • The possibility for time extensions of three years (PM10) or up to five years (NO2, benzene) for complying with limit values, based on conditions and the assessment by the European Commission. <p>* Framework Directive 96/62/EC, 1-3 daughter Directives 1999/30/EC, 2000/69/EC, 2002/3/EC, and Decision on Exchange of Information 97/101/EC.</p>
Assessment and Management of Environmental Noise (END Directive 2002/49/EC)	<p>The Environmental Noise Directive or END concerns noise from road, rail and air traffic and from industry. It focuses on the impact of such noise on individuals, complementing existing EU legislation which sets standards for noise emissions from specific sources. The Directive requires:</p> <ul style="list-style-type: none"> • the determination of exposure to environmental noise, through noise mapping • provision of information on environmental noise and its effects on the public • adoption of action plans, based upon noise mapping results, which should be designed to manage noise issues and effects, including noise reduction if necessary • preservation by the member states of environmental noise quality where it is good. <p>The Directive requires mapping and action planning in relation to noise from major roads, major railways, major airports and in agglomerations (large urban areas).</p>
Conservation on Natural Habitats and of Wild Fauna and Flora (Directive 92/43/EEC)	The main aim of this Directive is to promote the maintenance of biodiversity, taking account of economic, social, cultural and regional requirements. While the Directive makes a contribution to the general objective of sustainable development; it ensures the conservation of a wide range of rare, threatened or endemic species, including around 450 animals and 500 plants. Some 200 rare and characteristic habitat types are also targeted for conservation in their own right
Conservation of Wild Birds Directive 2009/147/EC	This Directive ensures far-reaching protection for all of Europe's wild birds, identifying 194 species and sub-species among them as particularly threatened and in need of special conservation measures.
Energy Performance of Buildings (EU Directive 2002/91/EC)	<p>The objective of this Directive is to promote the improvement of the energy performance of buildings within the Community, taking into account outdoor climatic and local conditions, as well as indoor climate requirements and cost effectiveness considering;</p> <p>This Directive lays down requirements as regards :</p> <ol style="list-style-type: none"> (a) the general framework for the energy performance of buildings; (b) the application of minimum requirements on the energy performance of new buildings; (c) the application of minimum requirements on the energy performance of large existing buildings that are subject to major renovation; (d) energy certification of buildings; and (e) regular inspection of boilers and of air-conditioning systems in buildings and in addition an assessment of the heating installations in which boilers are more than 15 years old.
Environmental Impact Assessment (EIA)	The newly amended Environmental Impact Assessment (EIA) Directive (2014/52/EU) entered into force on 15 May 2014 to simplify the

Plan, Strategy or Programme	Summary of objectives and targets
Directive (2014/52/EU)	<p>rules for assessing the potential effects of projects on the environment. It is in line with the drive for smarter regulation, so it reduces the administrative burden. It also improves the level of environmental protection, with a view to making business decisions on public and private investments more sound, more predictable and sustainable in the longer term.</p> <p>It applies to a wide range of defined public and private projects, which are defined in Annexes I and II. All projects listed in Annex I are considered as having significant effects on the environment and require an EIA. For projects listed in Annex II, the national authorities have to decide whether an EIA is needed. This is done by the "screening procedure", which determines the effects of projects on the basis of thresholds/criteria or a case by case examination.</p>
Floods Directive (EU Directive 2007/60/EC)	<p>This Directive requires Member States to assess if all water course and coast lines are at risk from flooding, to map the flood extent and assets and humans at risk in these areas and to take adequate and coordinated measures to reduce this flood risk. This Directive also reinforces the rights of the public to access this information and to have a say in the planning process.</p>
Groundwater Directive (EU Directive 2006/118/EC)	<p>This Directive establishes specific measures as provided for in Article 17(1) and (2) of Directive 2000/60/EC in order to prevent and control groundwater pollution. These measures include in particular:</p> <ul style="list-style-type: none"> (a) criteria for the assessment of good groundwater chemical status; and (b) criteria for the identification and reversal of significant and sustained upward trends and for the definition of starting points for trend reversals. <p>This Directive also complements the provisions preventing or limiting inputs of pollutants into groundwater already contained in Directive 2000/60/EC, and aims to prevent the deterioration of the status of all bodies of groundwater.</p>
Landfill Directive 1999/31/EC	<p>The objective of the Directive is to prevent or reduce as far as possible negative effects on the environment from the landfilling of waste, by introducing stringent technical requirements for waste and landfills.</p> <p>The Directive is intended to prevent or reduce the adverse effects of the landfill of waste on the environment, in particular on surface water, groundwater, soil, air and human health.</p>
Promotion of the use of Biofuels or other Renewable Fuels for Transport (EU Directive 2003/30/EC)	<p>Objective to promote the use of bio-fuels or other renewable fuels to replace diesel or petrol for transport purposes in each Member State, with a view to contributing to objectives such as meeting climate change commitments, environmentally friendly security of supply and promoting renewable energy sources</p>
Renewable Energy (EU Directive 2009/28/EC)	<p>The Directive on renewable energy sets ambitious targets for all Member States, such that the EU will reach a 20% share of energy from renewable sources by 2020 and a 10% share of energy specifically in the transport sector. It also improves the legal framework for promoting renewable electricity, requires national action plans that establish pathways for the development of renewable energy sources including bio-energy, creates cooperation mechanisms to help achieve the targets cost effectively and establishes the sustainability criteria for bio-fuels.</p>
Strategic Environmental Assessment (SEA Directive 2001/42/EC)	<p>Requires the formal Strategic Environmental Assessment (SEA) of certain plans and programmes that are likely to have significant effects on the environment. An SEA is mandatory for plans/programmes which are:</p> <ul style="list-style-type: none"> • are prepared for agriculture, forestry, fisheries, energy, industry, transport, waste/ water management, telecommunications, tourism, town & country planning or land use <u>and</u> which set the framework for future development consent of projects listed in the EIA Directive, or • have been determined to require an assessment under the Habitats Directive.
Urban Waste Water Directive (91/271/EEC)	<p>The Council Directive 91/271/EEC concerning urban waste-water treatment was adopted on 21 May 1991. Its objective is to protect the environment from the adverse effects of urban waste water discharges and discharges from certain industrial sectors (see Annex III of the Directive) and concerns the collection, treatment and discharge of Domestic waste water, Mixture of waste water and Waste water from certain industrial sectors (see Annex III of the Directive)</p>
Waste Framework Directive (2008/98/EC)	<p>To set up a system for the co-ordinated management of waste within the European Community in order to limit waste production. Member states must promote the prevention, recycling and conversion of wastes with a view to their reuse.</p>

Plan, Strategy or Programme	Summary of objectives and targets
Water Framework Directive (EU Directive 2000/60/EC)	The purpose of this Directive is to establish a framework for the protection of inland surface waters, transitional waters, coastal waters and groundwater. All inland and coastal waters to reach good ecological status by 2015. Indicates the importance of applying and developing SUDS policy.
Industrial Emissions Directive (Directive 2010/75/EU)	This directive commits European Union member states to control and reduce the impact of industrial emissions on the environment.

National

Plan, Strategy or Programme	Summary of objectives and targets
Legislation	
Air Quality Standards Regulations (2010)	These regulations transpose into English law the requirements of Directives 2008/50/EC and 2004/107/EC on ambient air quality
Building Regulations: England and Wales (Part L1A – Conservation of Fuel and Power, 2010 and 2013) and (Part G Sanitation, hot water safety and water efficiency, 2015) and Part H Drainage and waste disposal, 2015)	<p>Part L – Conservation of fuel and power The legal framework and Approved Documents for Part L (Conservation of fuel and power) were last revised by amendments that came into effect in 2013 and 2014. DCLG has published: The 2013 edition of Approved Document L1A, Conservation of fuel and power in new dwellings, is the current edition for use in England. It came into effect on 6 April 2014 and replaces the 2010 edition (incorporating further 2010 amendments).</p> <p>Part G (Sanitation, hot water safety and water efficiency)The 2015 edition contains changes to the water efficiency requirements. In particular, it introduces an optional requirement of 110 litres/person/day where required by planning permission, and an alternative fittings-based approach to demonstrating compliance. It also includes the water-efficiency calculation methodology for new dwellings, approved by the Secretary of State. This edition incorporates previous amendments. It replaces the 2010 edition of Approved Document G, as amended. The changes reflect amendments to regulations 36 and 37 of the Building Regulations 2010 and regulation 20 of the Building (Approved Inspectors) Regulations 2010. There has been no amendment to the requirements in Part G of Schedule 1 to the Building Regulations 2010.</p> <p>Part H (Drainage and waste disposal) The 2015 edition of Approved Document H (Drainage and Waste Disposal) contains changes to guidance on waste disposal. It also incorporates previous amendments. The 2015 edition takes effect on 1 October 2015 for use in England*. The 2002 edition, as amended, will continue to apply to work started before 1 October 2015 or work subject to a building notice, full plans application or initial notice submitted before that date.</p>
Climate Change Act (2008)	<p>The Climate Change Act creates a new approach to managing and responding to climate change in the UK, by:</p> <ul style="list-style-type: none"> • setting ambitious, legally binding targets • raking powers to help meet those targets • strengthening the institutional framework • enhancing the UK’s ability to adapt to the impact of climate change • establishing clear and regular accountability to the UK Parliament and to the devolved legislatures
Community Infrastructure Levy Regulations (2010) (as amended)	The Community Infrastructure Levy (the levy) came into force in April 2010. It allows local authorities in England and Wales to raise funds from developers undertaking new building projects in their area. The money can be used to fund a wide range of infrastructure that is needed as a result of development. This includes new or safer road schemes, flood defences, schools, hospitals and other health and social care facilities, park improvements, green spaces and leisure centres.
Civil Contingencies Act 2004 (CCA)	Legislation that aims to provide a single framework for civil protection. The Act and accompanying non-legislative measures, delivers a single framework for civil protection in the country. The National Flood and Coast Erosion Management Strategy (July 2011) require communities to prepare flood action plans and link with the Cabinet Office’s initiative to develop wider community resilience to threats and hazards. Part 1 of the Act and supporting Regulations and statutory guidance establish a clear set of roles and responsibilities for

Plan, Strategy or Programme	Summary of objectives and targets
	<p>those involved in emergency preparation and response at the local level. They are required to:</p> <ul style="list-style-type: none"> • assess the risk of emergencies occurring and use this to inform contingency planning; put in place emergency plans; • put in place Business Continuity Management arrangements;
The CROW Act 2000	An Act to make new provision for public access to the countryside; to amend the law relating to public rights of way; to enable traffic regulation orders to be made for the purpose of conserving an area's natural beauty; to make provision with respect to the driving of mechanically propelled vehicles elsewhere than on roads; to amend the law relating to nature conservation and the protection of wildlife; to make further provision with respect to areas of outstanding natural beauty; and for connected purposes.
Energy Act 2011	<p>The Energy Act provides for some of the key elements of the Coalition's Programme for Government and its first Annual Energy Statement. It is a first step in our legislative programme, and further legislation has been sought to implement, for example, the findings of the Electricity Market Reform Programme.</p> <p>The Act provides for a step change in the provision of energy efficiency measures to homes and businesses, and makes improvements to our framework to enable and secure low-carbon energy supplies and fair competition in the energy markets.</p>
Environmental Assessment of Plans and Programmes regulations 2004	Provides the regulations for the implementation of the Strategic Environmental Assessment Directive (EU/2001/42/EC) for certain plans and programmes that are likely to have significant environmental impacts
Environmental Noise (England) Regulations 2006 (as amended)	The regulations transpose the EU Directive 2002/49/EC that relates to the assessment and management of environmental noise.
Growth and Infrastructure Act 2013	An Act to make provision in connection with facilitating or controlling the following, namely, the provision or use of infrastructure, the carrying-out of development, and the compulsory acquisition of land; to make provision about when rating lists are to be compiled; to make provision about the rights of employees of companies who agree to be employee shareholders; and for connected purposes
Human Rights Act 1998	An Act to give further effect to rights and freedoms guaranteed under the European Convention on Human Rights
Local Democracy, Economic Development and Construction Act 2009	The Act seeks to create greater opportunities for community and individual involvement in local decision-making. It also provides for greater involvement of local authorities in local and regional economic development
Local Government Act 2000	<p>This act received Royal Assent in July 2000 and is made up of three parts:</p> <ul style="list-style-type: none"> • Part I introduces a new power for local authorities to promote the economic, social or environmental wellbeing of an area. • Part II requires that all local authorities move away from the traditional committee style of decision making in which all members had a formal decision-making role, to one of four executive models. These are; leader or cabinet, mayor or cabinet, mayor or council manager, or alternative arrangements. • Part III introduces a new ethical framework for councils, including a requirement to adopt a code of conduct for members and implement a standards committee. The general functions of the standards committee are to promote and maintain high standards of conduct within the local authority, and to assist members of the authority to observe the code of conduct.
Localism Act (2011)	An Act to make provision about the functions and procedures of local and certain other authorities; to make provision about the functions of the Commission for Local Administration in England; to enable the recovery of financial sanctions imposed by the Court of Justice of the European Union on the United Kingdom from local and public authorities; to make provision about local government finance; to make provision about town and country planning, the Community Infrastructure Levy and the authorisation of nationally significant infrastructure projects; to make provision about social and other housing; to make provision about regeneration in London; and for connected purposes.

Plan, Strategy or Programme	Summary of objectives and targets
Equality Act (2010)	<p>This act replaced previous anti-discrimination laws with a single act to make the law simpler and to remove inconsistencies. This makes the law easier for people to understand and comply with. The act also strengthened protection in some situations. The act covers nine protected characteristics, which cannot be used as a reason to treat people unfairly. Every person has one or more of the protected characteristics, so the act protects everyone against unfair treatment. The protected characteristics are:</p> <ul style="list-style-type: none"> • Age • Disability • gender reassignment • marriage and civil partnership • pregnancy and maternity • race • religion or belief • sex • sexual orientation
Flood and Water Management Act (2010)	<p>This Act provides a more comprehensive management of flood risk for people, homes and businesses, protects water supplies to the consumer and helps safeguard community groups from unaffordable rises in surface water drainage charges. The Act introduces into law the concept of flood risk management rather than 'flood defence' and provides the framework for delivery of flood and coastal erosion risk management through national and local risk strategies. The Act establishes a SuDS approving body (SAB). The SAB will have responsibility for the approval of proposed drainage systems in new developments and redevelopments (in accordance with National Standards for Sustainable Drainage). The Act requires Lead Local Flood Authorities (LLFA's) to maintain a register and record important flood risk management strategies and to investigate flooding to determine which authority has responsibility.</p>
London Squares Preservation Act, 1931	<p>This act identifies a London Squares which are to be provided protection from development.</p>
Natural Environment White Paper (2011)	<p>The Natural Environment White Paper recognises that a healthy natural environment is the foundation of sustained economic growth, prospering communities and personal wellbeing. It sets out how the value of nature can be mainstreamed across our society by facilitating local action; strengthening the connections between people and nature; creating a green economy and showing leadership in the EU and internationally. It set out 92 specific commitments for action.</p>
Natural Environment and Rural Communities Act (2006)	<p>The Natural Environment and Rural Communities Act is designed to help achieve a rich and diverse natural environment and thriving rural communities through modernised and simplified arrangements for delivering Government policy. The Act was published by Parliament and is accompanied by a set of explanatory notes, a Regulatory Impact Assessment and a policy statement.</p>
The Neighbourhood Planning (General) Regulations (2012)	<p>The Regulations set out the procedure for the designation of neighbourhood areas and neighbourhood forums and for the preparation of neighbourhood development plans and neighbourhood development orders (including community right to build orders). A separate instrument will be brought forward in relation to neighbourhood planning referendums.</p>
The Neighbourhood Planning (General) (Amendment) Regulations 2015	<p>These Regulations amend the Neighbourhood Planning (General) Regulations 2012 which made provision for neighbourhood planning as provided in the Localism Act 2011</p>
Planning Act (2008)	<p>The Planning Act 2008 was granted Royal Assent on 26 November 2008. The Act introduced a new stream-lined system for decisions on applications to build nationally significant infrastructure projects (NSIPs) in England and Wales, alongside further reforms to the</p>

Plan, Strategy or Programme	Summary of objectives and targets
Planning and Compulsory Purchase Act (2004)	town and country planning system and the introduction of a Community Infrastructure Levy (CIL). The Act received Royal Assent on 13 May 2004 and the provisions of the Act were introduced through a series of Commencement Orders and Regulations. The Act strengthened the focus on sustainability, transparency, flexibility and speed. The aim of the Act is to give effect to the Government's policy on the reform of the planning system, the principal features of which are set out in the policy statement Sustainable communities: Delivering through planning which was published on 23 July 2002.
Planning and Energy Act (2008)	This Act allows local councils to set targets in their areas for on-site renewable energy, on-site low carbon electricity and energy efficiency standards in addition to national requirements. It requires developers to source at least 10% of any new building's energy from renewable sources.
Planning (Listed Buildings and Conservation Areas) Act (1990)	This Act consolidates certain enactments relating to special controls in respect of buildings and areas of special architectural or historic interest.
Pollution Prevention and Control Act 1999	This Act gives the Secretary of State the power to make regulations providing for a new pollution control system to meet the requirements of European Council Directives on Integrated Pollution Prevention and Control and for other measures to prevent and control pollution.
Sustainable Communities Act (2007) (Amendment) Act 2010	The Sustainable Communities Act 2007 provides local authorities and local communities with the opportunity to ask central government to devolve more power to them in order to improve the sustainability of their local area. The amendment improves the process to allow communities a greater say in how their proposed changes can happen
Town and Country Planning Act (1990)	The Town and Country Planning Act 1990 is an act of the British Parliament regulating the development of land in England and Wales
The Town and Country Planning (Environmental Impact Assessment) Regulations (2011)	These regulations are used to determine whether a planning application will require an Environmental Impact Assessment (EIA). These Regulations replace the Town and Country Planning (Environmental Impact assessment (England and Wales) Regulations 1999 (SI No. 293) ("the 1999 regulations") and subsequent amending instruments. The Town and Country Planning (Environmental impact Assessment) (Mineral Permissions and Amendment) (England) Regulations 2008 remain in force. These Regulations, except for the provisions relating to projects serving national defence purposes, extend to England only. The 1999 Regulations remain in force for Wales.
The Town and Country Planning (Environmental Assessment and Permitted Development) Regulations 1995	These Regulations are concerned with the further implementation in England and Wales of Council Directive 85/337/EEC.
The Town and Country Planning (General Permitted Development) (England) Order 2015	The main purpose of this Order is to grant planning permission for certain classes of development without any requirement for an application to be made under Part III of the Town and Country Planning Act 1990.
The Town and Country Planning (Compensation) (England) Regulations (2012)	The Town and Country Planning (General Permitted Development) (Amendment) (England) Order 2012 amends the Town and Country Planning (General Permitted Development) Order 1995 ("GPDO")
The Town and Country Planning (Compensation) (England) (Amendment)	The Town and Country Planning (Compensation) (England) Amendment) Regulations 2014 ("the Compensation Regulations") amend the Town and Country Planning (Compensation) (England) Regulations 2013 to limit the circumstances in which compensation is

Plan, Strategy or Programme	Summary of objectives and targets
Regulations (2014)	payable in the event that the new permitted development rights are withdrawn.
The Town and Country Planning (Local Planning) (England) Regulations 2012	These regulations amend the Town and Country Planning (Local Development) (England) Regulations 2009, in response to the enactment of the Localism Act 2011
The Town and Country Planning (Major Infrastructure Project Inquiries Procedure) (England) Rules 2005	These rules outline the procedures to be followed for local inquiries into 1) applications for planning permission or 2) the approval of local planning authorities for major developments deemed to have national or regional importance.
The Town and Country Planning (Modification and Discharge of Planning Obligations) Regulations 1992	This Regulation gives further detail to the procedure for appeals against enforced planning obligations.
The Town and Country Planning (Tree Preservation) (England) Regulations 2012	Local planning authorities protect trees in the interests of amenity by making Tree Preservation Orders (TPOs). Provisions are spread across primary and various secondary legislation and different rules apply depending on when the TPO is made.
The Town and Country Planning (Use Classes) (Amendment) (England) Order 2010	This amendment introduces a definition of houses in multiple occupation into the Use Classes Order.
The Town and Country Planning (Use Classes) Order 1987	This Order revokes and replaces the Town and Country Planning Order 1972 as amended by the Town and Country Planning Order 1983.
Levelling Up and Regeneration Act 2023	The Bill provides for the reform of the planning system in England, to reflect the Government's priorities for levelling up and regeneration. The process for plan making is amended.
Environment Act 2021	Introduces requirement for Biodiversity net gain.
The Wildlife and Countryside act 1981, as amended	Consolidates and amends existing national legislation to implement the Convention on the Conservation of European Wildlife and Natural Habitats (Bern Convention) and Council Directive 79/409/EEC on the conservation of wild birds (Birds Directive) in Great Britain (NB Council Directive 79/409/EEC has now been replaced by Directive 2009/147/EC of the European Parliament and of the Council of 30 November 2009 on the conservation of wild birds (codified version)).
Planning Framework	
National Planning Policy Framework (NPPF) (2023)	The Government has produced a simple national planning policy framework setting out their priorities for the planning system in England in a single, concise document covering all major forms of development proposals handled by local authorities. All the national planning policies set out in PPSs, MPSs, PPGs and MPGs, have been superseded by the NPPF. The NPPF sets out the Government's planning policies for England and how these are expected to be applied. It sets out the Government's requirements for the planning system only to the extent that it is relevant, proportionate and necessary to do so. It provides a framework within which local people and their accountable councils can produce their own distinctive local and neighbourhood plans, which reflect the needs and priorities of their communities.
National Planning Practice Guidance (NPPG)	On 6 March 2014 the Department for Communities and Local Government (DCLG) launched this planning practice guidance web-based resource. This was accompanied by a Written Ministerial Statement which includes a list of the previous planning practice guidance documents cancelled when this site was launched. For the first time, planning practice guidance is now available entirely online in a usable and accessible way
Government Strategies	

Plan, Strategy or Programme	Summary of objectives and targets
Air Quality Strategy (2007)	The Strategy: sets out a way forward for work and planning on air quality issues; sets out the air quality standards and objectives to be achieved; introduces a new policy framework for tackling fine particles; identifies potential new national policy measures which modeling indicates could give further health benefits and move closer towards meeting the Strategy's objectives.
Biodiversity – The UK Action Plan (1994)	The Action Plan is the UK Government's response to the Convention on Biological Diversity (CBD) signed in 1992. It describes the UK's biological resources and commits a detailed plan for the protection of these resources. The first lists of Priority Species and Habitats were published by Government in 1995 as part of the UK Biodiversity Action Plan (UK BAP). They included over 300 species of which 11 were butterflies and 53 were moths.
Biodiversity and Geological Conservation: Statutory obligations and their impact within the planning system.- Government circular 06/05	This circular provides administrative guidance on the application of the law relating to planning and nature conservation as it applies in England. It complements the national planning policy in the National Planning Policy Framework and the Planning Practice Guidance.
Conserving Biodiversity – the UK approach (DEFRA 2007)	This statement has been prepared by the UK Biodiversity Standing Committee ¹ on behalf of the UK Biodiversity Partnership. Its purpose is to set out the vision and approach to conserving biodiversity within the UK's devolved framework for anyone with a policy interest in biodiversity conservation. It sets out an approach to biodiversity conservation that is designed not only to meet the commitment to halt the loss of biodiversity by 2010, but to guide action well into the second decade of the 21st century at a time when the challenges faced by the natural environment are great.
Department of Health Public Health Strategy – healthy lives, healthy people (July 2011)	<p>This policy statement sets out the progress the government has made in developing the new public health system. In doing so the paper sets out how the government expect the reformed public health system to work including:</p> <ul style="list-style-type: none"> • clarifying the role of local authorities and the Director of Public Health in health improvement, health protection and population healthcare; • proposals for who is responsible for commissioning the different public health services; • the mandatory services local authorities will be required to provide; • the grant conditions we expect to place on the local authority public health grant; • establishing Public Health England as an Executive Agency to provide greater operational independence within a structure that is clearly accountable to the Secretary of State for Health; • clear principles for emergency preparedness, resilience and response.
The Sustainable Development Strategy for the NHS, Public Health and Social Care System	This strategy outlines a vision and three goals based on the challenges outlined above to aim for by 2020. It describes the opportunities to reduce our environmental impacts, improve our natural environment, increase readiness for changing times and climates and strengthen social cohesion. It also explores how this can be taken forward as a system and outlines specific areas of focus that can be used to guide action.
Departments of Health and Transport- Active Travel Strategy 2010	The Department of Health and Department for Transport jointly published a new Active Travel Strategy. The strategy highlights plans to put walking and cycling at the heart of local transport and public health strategies over the next decade. The guiding principles for the strategy are that walking and cycling should be everyday ways of getting around – not just for their own sake but also because of what they can do to improve public health, tackle congestion, reduce carbon emissions and improve the local environment
Healthy Weight Healthy Lives: A Cross	This cross-government strategy is the first step in a sustained programme to support people to maintain a healthy weight. It will be

Plan, Strategy or Programme	Summary of objectives and targets
Government Strategy for England (2008)	followed by a public annual report that assesses progress, looks at the latest evidence and trends, and makes recommendations for further action.
Biodiversity 2020: A strategy for England's wildlife and ecosystem services and its outcomes and actions	This new, ambitious biodiversity strategy for England builds on the Natural Environment White Paper and provides a comprehensive picture of how we are implementing our international and EU commitments. It sets out the strategic direction for biodiversity policy for the next decade on land (including rivers and lakes) and at sea
Noise Policy Statement for England (DEFRA 2010)	This statement sets out the long term vision of Government noise policy, which is to promote good health and a good quality of life through the management of noise within the context of Government policy on sustainable development. The policy seeks to make explicit the implicit underlying principles and aims regarding noise management and control that are to be found in existing policy documents, legislation and guidance.
Plan for Growth – (March 2011)	<p>The Government's economic policy objective is to achieve strong, sustainable and balanced growth that is more evenly shared across the country and between industries. The Plan for Growth contains four overarching ambitions that will ensure the progress is made towards achieving this economic objective. The ambitions are:</p> <ol style="list-style-type: none"> 1. to create the most competitive tax system in the G20; 2. to make the UK one of the best places in Europe to start, finance and grow a business; 3. to encourage investment and exports as a route to a more balanced economy; and 4. to create a more educated workforce that is the most flexible in Europe.
Mainstreaming sustainable development (2011)	This document sets out the Coalition Government's vision for sustainable development and a package of measures to deliver it through the Green Economy, action to tackle climate change, protecting and enhancing the natural environment, and fairness and improving wellbeing, and building a Big Society
Strategic Review of Health Inequalities in England Post 2010 (The Marmot Review)	<p>In November 2008, Professor Sir Michael Marmot was asked by the Secretary of State for Health to chair an independent review to propose the most effective evidence-based strategies for reducing health inequalities in England from 2010. The strategy will include policies and interventions that address the social determinants of health inequalities.</p> <p>The Review had four tasks</p> <ol style="list-style-type: none"> 1 Identify, for the health inequalities challenge facing England, the evidence most relevant to underpinning future policy and action 2 Show how this evidence could be translated into practice 3 Advise on possible objectives and measures, building on the experience of the current PSA target on infant mortality and life expectancy 4 Publish a report of the Review's work that will contribute to the development of a post- 2010 health inequalities strategy
Construction 2025 (2013)	<p>This Strategy is aimed at providing clarity around the existing policy framework and signalling the future direction of Government policy. It aims to realise the shared vision of sustainable construction by:</p> <ul style="list-style-type: none"> • Providing clarity to business on the Government's position by bringing together diverse regulations and initiatives relating to sustainability; • Setting and committing to higher standards to help achieve sustainability in specific areas; • Making specific commitments by industry and Government to take the sustainable construction agenda forward
Adapting to climate change: national adaptation programme (2013)	The National Adaptation Programme sets out what government, businesses and society are doing to become more climate ready. It contains a register of actions which includes all the actions agreed in the programme so far. It also aligns risks identified in the Climate Change Risk Assessment to actions being undertaken or to be undertaken and the timescales according to each theme.
The Carbon Plan: Delivering our low carbon	This plan sets out how the UK will achieve decarbonisation within the framework of our energy policy: to make the transition to a low carbon economy while maintaining energy security, and minimising costs to consumers, particularly those in poorer households.

Plan, Strategy or Programme	Summary of objectives and targets
future (2011)	
UK Renewable Energy Strategy (2009)	<p>The Renewable Energy Strategy sets a path towards increasing UK generation of renewable projects. It sets out the actions the Government are taking to ensure the targets of producing 15% of UK energy needs from renewable energy sources by 2020 are met. To achieve this the strategy calls for;</p> <ul style="list-style-type: none"> • 30% of electricity supply to come from renewable sources, including 2% from micro-generation • 12% of heat supply to come from renewable sources • 10% of transport supply from renewable sources
UK Sustainable Procurement Action Plan (2007)	<p>The Government launched a package of actions to deliver the step change needed to ensure that supply chains and public services will be increasingly low carbon, low waste and water efficient, respect biodiversity and deliver wider sustainable development goals. The Action Plan puts in place clear lines of accountabilities and reporting, and develops plans to raise the standards and status of procurement practice in Government which will strengthen delivery of these targets.</p>
Future Water: The Government's Water Strategy for England (2011)	<p>This includes: sustainable delivery of secure water supplies, an improved and protected water environment, fair, affordable and cost-reflective water charges, reduced water sector greenhouse gas emissions and more sustainable and effective management of surface water.</p>
Waste Management Plan for England (2013)	<p>The waste management plan for England (WMPE) provides an analysis of the current waste management situation in England and fulfils the mandatory requirements of article 28 of the revised Waste Framework Directive (rWFD). The plan does not introduce new policies or change the landscape of how waste is managed in England. Its core aim is to bring current waste management policies under the umbrella of one national plan.</p>
National Flood and Coast Erosion Management Strategy (July 2011)	<p>Objectives are to:</p> <ul style="list-style-type: none"> • ensure a clear understanding of the risks of flooding and coastal erosion • set out clear and consistent plans for risk management • manage flood and coastal erosion risks in an appropriate way • ensure that emergency plans and responses to flood incidents are effective • help communities to recover more quickly and effectively after incidents.
National Flood Emergency Framework	<p>In planning and preparing for a flooding emergency, the Government's strategic objectives are to:</p> <ul style="list-style-type: none"> • protect human life and alleviate suffering; and, as far as possible, property and the environment; • support the continuity of everyday activity and the restoration of disrupted services at the earliest opportunity; and • uphold the rule of law and the democratic process.
Prevention is better than cure: the role of waste prevention in moving to a more resource efficient economy. (2013)	<p>This document sets out the Waste Prevention Programme for England. It articulates the actions for government and others which together will move us towards reducing waste. The aim of the Programme is to improve the environment and protect human health by supporting a resource efficient economy, reducing the quantity and impact of waste produced whilst promoting sustainable economic growth.</p>
NHS Five Year Forward View (2014)	<p>The NHS Five Year Forward View was published on 23 October 2014 and sets out a vision for the future of the NHS. It has been developed by the partner organisations that deliver and oversee health and care services including NHS England, Public Health England, Monitor, Health Education England, the Care Quality Commission and the NHS Trust Development Authority. Patient groups, clinicians and independent experts have also provided their advice to create a collective view of how the health service needs to</p>

Plan, Strategy or Programme	Summary of objectives and targets
	change over the next five years if it is to close the widening gaps in the health of the population, quality of care and the funding of services.
Guidance and Other Reference Documents	
A Practical Guide to the Strategic Environmental Assessment Directive (2005)	Practical guidance, published in September 2005, on applying European Directive 2001/42/EC “on the assessment of the effects of certain plans and programmes on the environment”.
BREEAM (Building Research Establishment Environmental Assessment Method) (2008)	BREEAM addresses wide-ranging environmental and sustainability issues and enables developers and designers to prove the environmental credentials of their buildings. It uses a straightforward scoring system that is transparent, easy to understand and supported by evidence-based research; has a positive influence on the design, construction and management of buildings and sets and maintains a robust technical standard with rigorous quality assurance and certification
Environment Agency - Creating a better place. Our corporate strategy (2010-2015)	This strategy sets out the Environment Agency's aims for the period to 2015 and describes the role they will play in being part of the solution to the environmental challenges society faces. It sets out how the EA will continue to review their priorities and ways of working to ensure value for money whilst creating a better place for people and the environment..
Environment Agency – Climate Change, adapting for tomorrow (2009)	This report shows how the Environment Agency are working, often in partnership with others, to help communities and businesses adapt, while still protecting the natural environment.
Environment Agency - Flood risk assessments: climate change allowances (2016)	Guidance on how climate change could affect flood risk to new development.
Environment Agency – Building a better environment. A guide for developers (2006)	This guide provides advice on making sure development contributes to the long-term environmental quality of our country. The guide gives practical advice on each of the environmental issues that may affect a site. This ranges from how you can reduce flood risk through to creating quality green space in your development. It gives pointers for building sustainable, cost-effective homes, helping create an environment in which people will really want to live. It also provides examples of sites where this good practice has already been applied.
Environment Agency State of Environment Report for Southwark (2010)	This report provides a snapshot of the environment in the London Borough of Southwark. It outlines trends and changes in the environment, and highlights some of the work being carried out in the local areas to improve the environment, and people's experience of it. The report has been compiled as an extension of the London State of the Environment report to provide a local focus on the boroughs and the health of their environment.
Environment Agency: guidance for developments requiring planning permission and environmental permits 2012	This guidance sets out how the Environment Agency will respond to planning consultations that require an environmental permit under the Environmental Permitting (England and Wales) Regulations 2010 (EPR).
Environment Agency Policy paper: Preliminary flood risk assessments and flood risk areas (2011) and Map of Flood Risk areas in England	The Environment Agency (EA) is responsible for managing flood risk from main rivers, the sea and reservoirs. Lead local flood authorities, unitary authorities or county councils, are responsible for local sources of flood risk, in particular surface water, groundwater and ordinary watercourses. To manage flood risk both EA and lead local flood authorities must follow a 6 year cycle of planning. The current planning cycle runs from 2010 to 2015.
Environment Agency Greenroof Toolkit	Environment Agency on-line toolkit which sets out guidance for site specific opportunities, green roof design and technical assessment

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	<p>The vision is that developers will promote the use of green roofs to:</p> <ul style="list-style-type: none"> • create a better and more sustainable London • deliver better quality places to live and work • create a low-carbon city • adapt to and mitigate the effects of climate change
Environment Agency: Groundwater Protection: Principles and Practice (GP3)	The GP3 document is a key Environment Agency reference for LPAs, developers and land owners. It sets out our approach to groundwater protection and management and what we want others to do. It covers our high-level approach, the technical background to our work and an introduction to the tools we use. It also describes the legal framework the EA works within and the approaches and positions it takes to regulate and influence certain activities and issues.
Environment Agency: Guiding Principles for Land Contamination (2010)	The GPLC documents were developed initially for landowners, developers, advisors and practitioners involved in redevelopment and evaluation of land contamination. These documents refer to relevant UK guidance and highlight specific steps and considerations involved in evaluating risks associated with land and water contamination.
Water for Life (2011) Government White paper	The Water White Paper focuses on the challenges facing the water sector, including maintaining water supplies, keeping bills affordable and reducing regulation. It recognises the need to protect rivers, streams and lakes from pollution and unsustainable abstraction, and acknowledges the critical importance of water supply and sewerage infrastructure.
Forestry Commission – The case for trees (2010)	This document aims to inspire people involved in planning policy and practice to become champions and advocates for trees.
Neighbourhood Planning (2013)	Information on what neighbourhood planning is, why it matters, how it works, and sources of advice and support available for communities.
English Indices of Deprivation 2010	The Index of Multiple Deprivation 2010 combines a number of indicators, chosen to cover a range of economic, social and housing issues, into a single deprivation score for each small area in England. This allows each area to be ranked relative to one another according to their level of deprivation.
Living Streets – UK Charity for everyday walking. Making the Case for Investment in the Walking Environment A review of the evidence (2011)	This document provides an extensive report detailing the key investments in the walking environment, in addition to outlining the benefits of walking friendly places and the identified cost of effectiveness.
How to get more children walking to school A best practice guide by Living Streets	This document comprises of the recommendations of the physical and financial benefits of walking for everyone, captured from a 'Walk to School outreach project carried out with various boroughs across England and Wales.
Model Procedures for the Management of Contaminated Land- Environment Agency.	The Model Procedures for the Management of Land Contamination, CLR 11, have been developed to provide the technical framework for applying a risk management process when dealing with land affected by contamination.

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	The process involves identifying, making decisions on, and taking appropriate action to deal with land contamination in a way that is consistent with government policies and legislation within the UK.
Natural England: A Natural Development (2009)	<p>The Natural Development Project launched on 3 November 2009 to demonstrate how both large and small scale development can incorporate green infrastructure in practice. Natural England and key players in the development sector formed a partnership to understand how to value, design and create quality green infrastructure. The partnership aims to demonstrate how – at different scales and locations – the contribution of the natural environment in regeneration can move from that of traditional landscaping to one of providing vital spaces for people, wildlife, health, wellbeing, and climate change adaptation. The Natural Development project will provide a focus for our engagement with real sites and enable us to practically demonstrate positive planning with developers. It will work to highlight opportunities and overcome barriers to success and enable sharing of best practice to support the mainstreaming of green infrastructure in development and regeneration.</p> <p>Over the coming months and years the project will collect and share:</p> <p>Case Studies, focusing on a range of sites – initially in the Thames Gateway, and widening out as the project progresses.</p> <p>Commentary on problems, opportunities, and issues for large and small scale developments.</p> <p>Technical information relating to our work with developers across the country.</p>
Biodiversity Planning Toolkit (2011)	The Toolkit provides information on the issues to be considered at the forward planning stage, including gathering a sufficient evidence base, biodiversity opportunity mapping, green infrastructure provision, setting spatial biodiversity objectives and targets and identifying potential for biodiversity enhancements.
English Heritage Conservation Principles: for the sustainable management of the historic environment (2008)	This document contains policies and guidance for the sustainable management of the historic environment.
English Heritage, Guidance on Environmental Assessment, Sustainability Appraisal and the Historic Environment (2010)	This guidance focuses on SEA/SA for development plans, building on existing Government advice, it is equally applicable to the preparation of SEAs for other types of documents, such as Local Transport Plans and Water Resource Management Plans.
Conservation Bulletin 47: Characterisation, English Heritage (2005)	A bulletin that explores the subject of characterisation and sets out some examples of studies of local character.
Understanding Place: Historic Area Assessments in a Planning and Development Context, English Heritage (2010)	Sets out guidance for undertaking Historic Area Assessments to inform plan making and development management.
Understanding Place Historic Area Assessments: Principles and Practice, English Heritage (2010)	Sets out guidance for how to undertake assessments for historic areas in order to produce a Historic Area Assessment.

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Valuing Places: Good Practice in Conservation Areas, English Heritage (2011)	Sets out a series of exemplary case studies for managing change in the historic environment.
Seeing The History In The View: A Method For Assessing Heritage Significance Within Views, English Heritage (2011)	Sets out a method for understanding and assessing heritage significance of views.
Strategic Environmental Assessment, Sustainability Appraisal and The Historic Environment (2013)	This SEA/SA provides guidance that focuses on key principles required when analysing the historic environment that must be measured for the development of certain Plans and Programmes on the Environment that is also applicable to neighbourhood plans and other documents such as the Local Transport Plans and Water Resource Management Plans.
The Historic Environment in Local Plans Historic Environment Good Practice Advice in Planning: 1 (2015)	This Historic England Good Practice Advice note provides comprehensive steps required for the development of local plans through ascertaining not only the setting of the site, but the 'value to society', to coincide with a strong evidence base that must incorporate the use of local lists, heritage assets, with further consideration of the conservation areas within and outside the site area. The conservation and enjoyment of the historic environment must make a positive contribution, by enhancing the local character and distinctiveness of the area, paying special attention in implementing historic environment legislation the National Planning Policy Framework (NPPF), and the related guidance given in the Planning Practice Guidance (PPG).
Managing Significance in Decision-Taking in the Historic Environment Historic Environment Good Practice Advice in Planning: 2 (2015)	This Historic England Good Practice Advice note provides the key principles required for Managing Significance in Decision-Taking in the Historic Environment, inline with implementing historic environment legislation, the National Planning Policy Framework (NPPF), and the related guidance given in the Planning Practice Guidance (PPG).
The Setting of Heritage Assets Historic Environment Good Practice Advice in Planning: 3 (2015)	The GPA outlines good vital information on good practice to assist local authorities, planning and other consultants, owners, applicants and other interested parties in implementing historic environment policy in the National Planning Policy Framework (NPPF) and the related guidance in the National Planning Practice Guide (PPG).
Tall Buildings Historic England Advice Note 4 (2015)	This Historic England Good Practice Advice note provides guided support to all those dealing with proposals for tall buildings in implementing historic environment legislation, the National Planning Policy Framework (NPPF), and the related guidance given in the Planning Practice Guidance (PPG).
Understanding Place: Character and context in local planning, English Heritage (2011)	Sets out case studies for how historic characterisation can be used to inform plan making and development management decisions.

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Understanding Place: Conservation Area Designation, Appraisal and Management, English Heritage (2011)	Sets out guidance for managing change in a way that conserves and enhances historic areas through conservation area designation, appraisal and management.
Good Practice for Local Listing Consultation Draft, English Heritage (2011)	Sets out best practice guidance for identifying buildings and structures suitable for local listing and for managing the list.
Guidance on Heritage Impact Assessments for Cultural World Heritage Properties, ICOMOS (2010)	Sets out guidance for producing Heritage Impact Assessments for World Heritage Sites in order to evaluate the impact of potential development on the Outstanding Universal Value. This may also provide a guide for assessing general impact of development on heritage assets and their settings.
National Institute for Health and Clinical Excellence (NICE):Alcohol-use disorders: preventing harmful drinking	The guidance identifies how government policies on alcohol pricing, its availability and how it is marketed could be used to combat such harm. Changes in policy in these areas are likely to be more effective in reducing alcohol-related harm among the population as a whole than actions undertaken by local health professionals.
National Institute for Health and Clinical Excellence (NICE): Prevention of Cardiovascular disease at the population level	<p>The guidance is for government, the NHS, local authorities, industry and all those whose actions influence the population's cardiovascular health (that is, can help keep people's hearts healthy and prevent strokes). The guidance comprises two sets of recommendations aimed at national policy makers and local practitioners respectively. Recommendations 1 to 12 outline a national framework for action. They break new ground for NICE by focusing on legislative, regulatory and voluntary changes – including further development of existing policies. Topics covered include:</p> <ul style="list-style-type: none"> • How to reduce the nation's consumption of salt, saturated fats and trans fats • How to ensure food marketing and promotions aimed at children and young people do not encourage them to consume high levels of salt, saturated fats and trans fats • Commercial interests • Food product labelling • The European Union's common agricultural policy • Public sector catering guidelines • Advice on take-aways and other food outlets.
National Institute for Health and Clinical Excellence (NICE): Preventing unintentional injuries among children and young people aged under 15: road design and modification	<p>This is one of three pieces of NICE guidance published in November 2010 on how to prevent unintentional injuries among under-15s. A second publication covers unintentional injuries in the home and a third covers strategies, regulation, enforcement, surveillance and workforce development. The guidance covers 20 mph limits, 20mph zones and engineering measures to reduce speed or make routes safer. The recommendations include advice on:</p> <ul style="list-style-type: none"> • How health professionals and local highways authorities can coordinate work to make the road environment safer. • Introducing engineering measures to reduce vehicle speeds, in line with Department for Transport guidance. • Making routes commonly used by children and young people safer. This includes routes to schools and parks.
National Institute for Health and Clinical Excellence (NICE): Promoting physical activity: active play and sport for pre-school and school-age children and young people in family, pre-school, school and community settings	<p>This guidance is for all those who are involved in promoting physical activity among children and young people, including parents and carers. The NICE recommendations give advice on:</p> <ul style="list-style-type: none"> • how to promote the benefits of physical activity and encourage participation • high level strategic planning • the importance of consultation with children and young people and how to set about it • planning and providing spaces, facilities and opportunities

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	<ul style="list-style-type: none"> • training people to run programmes and activities • how to promote physically active travel such as cycling and walking.
National Institute for Health and Clinical Excellence (NICE): Promotion and creation of physical environments that support increased levels of physical activity	<p>This guidance offers the first evidence-based recommendations on how to improve the physical environment to encourage physical activity. It is for NHS and other professionals who have responsibility for the built or natural environment. This includes local transport authorities, transport planners, those working in local authorities and the education, community, voluntary and private sectors. The seven recommendations cover strategy, policy and plans, transport, public open spaces, buildings and schools. They include:</p> <ul style="list-style-type: none"> • Ensure planning applications for new developments always prioritise the need for people (including those whose mobility is impaired) to be physically active as a routine part of their daily life. • Ensure pedestrians, cyclists and users of other modes of transport that involve physical activity are given the highest priority when developing or maintaining streets and roads. • Plan and provide a comprehensive network of routes for walking, cycling and using other modes of transport involving physical activity.
Planning sustainable cities for community food growing (2014)	This guide brings together in one place examples of planning policies around the UK that support community food growing. It is aimed primarily at planning authorities to help them to use food growing as a way of creating healthy communities.
No health without mental health: implementation framework (2012)	The Framework sets out what a range of local organisations can do to implement No Health Without Mental Health, and improve mental health outcomes in their area. It also outlines what work is underway nationally to support this, and how progress will be measured.
Local action on health inequalities: evidence papers (2014)	This research shows the evidence supporting action to reduce health inequalities.
Obesity: working with local communities; NICE guidelines [PH42] (2012)	This guidance aims to support effective, sustainable and community-wide action to prevent obesity. It sets out how local communities, with support from local organisations and networks, can achieve this.
Physical activity: walking and cycling NICE guidelines [PH41] (2012)	This guideline sets out how people can be encouraged to increase the amount they walk or cycle for travel or recreation purposes. This will help meet public health and other goals (for instance, to reduce traffic congestion, air pollution and greenhouse gas emissions).

Regional

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Air Quality	
Air Quality Strategy (2010)	This strategy sets out a framework for delivering improvements to London's air quality and includes measures aimed at reducing emissions from transport, homes, offices and new developments, as well as raising awareness of air quality issues. Over the last few years, a number of innovative measures have been introduced to help improve air quality in London. Nevertheless, air pollution remains a problem in the capital, as is clear from the fact that European Union targets for air quality standards that were intended to be met in 2004 and 2005 have still not been achieved.
The control of dust and emissions from construction and demolition - Best Practice Guidance (2014)	The GLA and London Councils have produced 'Best Practice Guidance' to control dust and emissions from construction and demolition. The Guidance will be used to inform the planning process within London boroughs; assisting developers in understanding the methods available to them and what London boroughs might expect. The Guidance will be reviewed regularly, in order to update new best practice in dust and emissions management.
Equality	
Focus on London: The Hidden City (2013)	
A Digital Inclusion Strategy for London (2015)	This strategy outlines why digital exclusion is an issue for London and how the Mayor can work with partners to address the barriers people face to getting online. It provides data on the numbers and groups of people that are digitally excluded. It then explains the cost of digital exclusion to the individual, society and the economy. The Mayor is keen to use his office to work with partners to ensure as many Londoners who want to get online, have the opportunity to do so.
Equal Life Chances for All (2015)	The Equal Life Chances for All framework 2014 highlights the Mayor's commitment to tackling inequality; improving life chances, and removing barriers that prevent people from reaching their full potential. The GLA will ensure that equality is mainstreamed into everything the organisation does, including how it obtains goods and services.
Mayors Annual Equality Report 2013/2014	The Mayor's Annual Equality Report 2013/2014 highlights the progress made during the financial year April 2013 to March 2014 towards achieving the GLA's revised equality objectives. It also gives the latest figures and trends for the indicators of progress.
Equal Life Chances for All – Measures Report (2011)	The Equal Life Chances for all Measures report sets out the most recent trends on measures of the delivery of policies and programmes directly under the control of the Mayor and his partners as well as statistical measures outside the Mayor's direct influence.
Poverty in London: 2012/13	The number of Londoners living in poverty has seen little change over the last few years and remains at around 2.2 million people, or 28 per cent of all those living in the region, averaged over three years 2010/11-2012/13. Around 300,000 children in Inner London are living in poverty, with a further 400,000 in Outer London. The Inner London child poverty rate remains significantly higher than for any other region, at 45 per cent. Inner London also stands out as having exceptionally high rates of material deprivation among pensioners – more than double the rate for any other region with almost one in four unable to have or take part in the social norms for that population group for reasons of poverty, health or isolation.
A Fairer London: The 2014 Living Wage in London	This is the tenth London Living Wage report from the GLA, and calculates the wage for 2014 at £9.15 per hour (a 4.0 per cent increase on the 2013 wage). In the Mayor's '2020 Vision' for London he pledged to make the Living Wage the norm across the capital. There are now over 400 accredited London Living Wage employers plus a number who have chosen not to be accredited. Accredited Living Wage employers alone have now provided over 20,000 London workers the benefits of the Living Wage since 2011.
Accessible London: Achieving an Inclusive	This SPG provides guidance on the implementation of London Plan Policy 7.2 An inclusive environment and of other policies in the

Plan, Strategy or Programme	Summary of objectives and targets
Environment SPG (2014)	Plan with specific reference to inclusive design. It also provides guidance on Lifetime Neighbourhoods to support London Plan Policy 7.1 Building London's neighbourhoods and communities . One of the Mayor's aims for London is that everyone, whether resident, visitor or worker, is able to participate and enjoy all that the city has to offer. To help achieve this aim the London Plan 2011 includes a number of policies which promote an inclusive environment to help ensure that all of London's diverse communities can contribute to London's growing economy and enjoy a high quality of life.
Violence Against Women and Girls Strategy 2013-2017	This strategy covers the following forms of violence against women and girls: <ul style="list-style-type: none"> • Domestic violence and abuse • Female Genital Mutilation (FGM) • Forced marriage • 'Honour'-based violence • Prostitution and trafficking • Sexual violence including rape • Sexual exploitation • Sexual harassment • Stalking • Faith-based abuse. This strategy is focused on the needs of women and girls and is a deliberate response to the disproportionate impact of VAWG crimes on women and girls.
Police and Crime Plan 2013	The Police and Crime Plan 2013-2016 outlines the Mayor's mission, priorities and objectives for tackling crime and making London safer.
2013 Round Ethnic Group Population Projections	The White population of Greater London is projected to be fairly stable at about 4.9 million over the next decade and increase very slightly thereafter, reaching 5.1 million in 2041. The BAME population of Greater London is projected to increase from 3.3 million in 2011 to 5.2 million in 2041. By the Census year 2011 the Black African population (576 thousand) had surpassed the Indian population (545 thousand) to become the biggest individual BAME ethnic group in Greater London
Hate Crime Reduction Strategy (20xx)	The strategy sets out plans to boost confidence across all communities in reporting hate crime, develop ways to prevent offences and reduce repeat victimisation and outlines how agencies can work together to ensure swift and sure justice for victims. Hate crime is defined as any criminal offence which is perceived, by the victim or any other person, to be motivated by a hostility or prejudice based on a personal characteristic, specifically race, religion/ faith, sexual orientation, disability and transgender identity.
London Enriched (2009) and update (2013)	London Enriched is the Mayor's refugee integration strategy, setting out a vision for refugee integration in the capital, focusing on the right of refugees to live in dignity and security, sharing with other Londoners the same life chances and opportunities to contribute.
An evidence base on migration and integration in London (2010)	The report begins with a literature and demographic review presenting a picture of migration in London and the key issues around migrant integration. This draws together the state of the academic and policy literature with as recent as possible primary data provided by the GLA and UK Border Agency and original data analysis conducted by COMPAS. The work was conducted over two months in Spring 2010. The report presents the broad contours of the contemporary migration landscape in London, before looking at each of the Mayor's integration strategy core themes in terms of barriers and factors to successful integration and policy implications arising. It concludes with a framework of interventions, noting the policy priorities arising from the evidence for each of the themes.
Planning for Equality and Diversity in London SPG (2007)	This SPG: <ul style="list-style-type: none"> • provides guidance to boroughs, partners and developers on the implementation of policies in the London Plan which relate to equalities issues and addressing the needs of London's diverse communities; • sets out some of the tools for promoting equality and diversity in planning processes; • highlights the spatial impacts of wider socio-economic issues such as poverty and discrimination in the planning context; • sets out overarching principles and the key spatial issues for planning for equality; and examines in greater detail the spatial needs of London's diverse communities and identifies how spatial planning can be used to try and address these

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Responding to the needs of faith communities: Report and evidence (2008)	CAG Consultants with Diverse Ethics and Land Use Consultants were commissioned by the GLA in late 2007 to explore the needs of faith communities in relation to places of worship in London. This document reports on our findings and conclusions from the research and engagement process with faith communities and planning authorities in relation to places of worship in London.
Culture	
Cultural Metropolis 2014 - The Mayor's culture strategy for London	The Mayor's Cultural Strategy sets out the vision, priorities and recommendations for how to strengthen the cultural life of Londoners across the capital. It recognises the significance of the cultural and creative sectors in making London a successful world city, and puts forward a case for its continued support and investment. It includes an update on the policy achievements and next steps in: Maintaining London's position as a world city of culture, Widening the reach, Education and skills, Infrastructure, environment and the public realm. It provides a recap of the cultural triumphs and cultural legacy from the Games.
Culture on the high street guide 2013	The <i>Culture on the High Street</i> guide will help local authorities, town centre managers and business improvement districts to improve the quality and ambition of culture on our high street.
Working Paper 48: Culture and regeneration - What evidence is there of a link and how could it be measured? (2011)	Despite much research, there have been few comprehensive evaluations of culture-led regeneration schemes and so a good evidence base does not exist. A review of the limited evidence shows mixed results and much uncertainty of the impact of culture-led regeneration. Current evaluation measures are not appropriate for understanding the long-term and dynamic changes that regeneration schemes may cause and instead these schemes should be monitored, focussing on both people and places.
Design and place shaping	
Shaping Neighbourhoods: Character and Context SPG (2014)	This guidance sets out an approach and process to help understand the character and context of a place so that its results can inform the planning and design process, and guide change in way which is responsive to individual places and locations. A separate non-technical summary sets out the main messages of the SPG. A supporting list of data and research resources is provided as a living document that will be updated as appropriate.
Streetscape Guidance: A guide to better London Streets (2009)	The Streetscape Guidance provides advice on improving and managing the Transport for London Road Network (TLRN) and promotes consistency of approach and excellence in design and workmanship. The document highlights relevant policies and guidance, sets out specific design principles and guidelines including a palette of materials and products, and acts as a best practice resource for London boroughs and other partners.
London View Management Framework Supplementary Planning Guidance, Mayor of London (2012)	The London View Management Framework is a key component of the Mayor's strategy to preserve London's character and built heritage. It outlines the policy framework for managing the impact of development on key panoramas, river prospects and townscape views.
Economy	
London's Economy Today 2015	Regular update on the state of London's economy.
London's Digital Economy (2012)	This report draws together a variety of data sources to highlight London's position in the digital arena. The report looks at uptake and use of digital technologies by businesses and households.
Retail in London: Looking forward (2015)	<p>Through reading the main report you will:</p> <ul style="list-style-type: none"> • Find out how developments such as changing consumer behaviour and technological advances have altered the playing field for London's retailers • See how retailers have adapted by implementing measures such as 'Click-and-Collect' or 'Dark Stores' • Gain an understanding of what these adaptations may mean for the role retail plays in London, ranging from the employment it provides to the land it uses

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Jobs and Growth Plan (London Enterprise Panel) 2014	<p>It will help to deliver jobs and growth for London through:</p> <ul style="list-style-type: none"> • Skills and employment: to ensure Londoners have the skills to compete for and sustain London's jobs; • Micro, small and medium sized enterprises: to support and grow London's businesses; • Digital creative, science and technology: for the capital to be recognised globally as world leading hub; for science, technology and innovation - creating new jobs and growth; and • Infrastructure: to keep London moving and functioning.
London Labour Market Projections (2013)	<p>This report outlines GLA Economics' latest employment projections and shows that jobs in London are projected to grow by more than 850,000 by 2036. The report also provides future projections for both the occupations and qualifications of those employed in London. The report looks at the level of turnover in the labour market with the analysis suggesting that just over half a million people left their occupation in London in 2012. The report also considers the projected increase in London's population and considers the extent to which the demand for, and supply of, labour is likely to be in balance in the longer term.</p>
Alcohol Consumption in the nighttime economy (2012)	<p>The night-time economy (NTE) is activity which occurs between the hours of 6pm to 6am and involves the sale of alcohol for consumption on-trade (e.g. bars, pubs and restaurants). This work looks at the most effective ways to mitigate the costs associated with alcohol in the NTE. It is combined with a tool which estimates (currently measurable) pros and cons for each London Local Authority. The policy options assessed cover pricing, licensing, premise design and operations, public realm design, service interventions, and community mobilisation.</p>
London's Super Connected City Plan (2012)	<p>London's Super Connected City Plan is ambitious and innovative. It will underpin the capital's aspiration for contiguous ultrafast connectivity, provide the digital infrastructure needed for the new economy and help East London realise its full economic potential. Successful delivery of this plan will be critical to realising the Mayor of London's prime objective: economic growth for London, and job creation for Londoners.</p>
Mayor's Economic Development Strategy (2010)	<p>The Mayor's vision is for London to be the best big city in the world. The Economic Development Strategy sets out this vision with respect to the London economy, and how it can be realised. The Mayor's ambitions are for London to be the World Capital of Business, and to have the most competitive business environment in the world; to be one of the world's leading low carbon capitals, for all Londoners to share in London's economic success and for London to maximise the benefits of the 2012 Olympic and Paralympic games.</p>
Economic Evidence base (2010)	<p>This document aims to provide an economic evidence base to support the three Mayoral strategies that have recently been revised (the London Plan, the Economic Development Strategy and the Transport Strategy).</p>
GLA Employment Time Series (2010)	<p>Roger Tym and partners were commissioned by the GLA to produce historic and projected employment data by sector and borough. The objectives are:</p> <ul style="list-style-type: none"> • To provide a sectoral breakdown of both historic employment data and the latest GLA Economics employment projections for London to 2031 using at least the established 'RTP definitions' of Offices, Industry and Other and; • To provide the sectoral breakdown above for all London Boroughs plus sub-totals showing the Central Activities Zone (CAZ), Isle of Dogs (IOD), rest of Inner London, Outer London and the sum Total for London.
London Office Policy Review (2014) Update	<p>The London Office Policy Review is the most recent in a series of independent reviews of office market trends commissioned by the GLA. It includes robust Monitoring Benchmarks and associated time series data to illustrate key trends and market relationships and their bearing on policy. LOPR 12 includes:</p> <ul style="list-style-type: none"> • A review of office-based employment projections and office floor space need estimates to inform future alterations to the London Plan • An assessment of the impact of recent economic events on different parts of the London office market, and those which might

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	<p>be anticipated in the future</p> <ul style="list-style-type: none"> • A review of London Plan town centre office development guidelines and associated policy proposals • An investigation of the 'mega-schemes' identified in LOPR 2009, their implications for office development within the Central Activities Zones, on its fringes, or beyond • Consideration of the potential for conversion of surplus office space to other uses, especially residential, in different parts of London • An overview of hybrid office/industrial buildings, their locational attributes and implications for office, industrial, transport and other policies.
London Business Survey (2014)	The 2014 London Business Survey is an innovative survey designed by the Office for National Statistics, on behalf of the London Enterprise Panel and the GLA. The survey covers a wide range of topics including the profile of London business, their performance and outlook, workforce, trade, and London as a place to do business.
Land for Industry and Transport SPG (2012)	This draft document sets out proposed 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. Once adopted it will replace the 2004 Industrial Capacity SPG
London Industrial Land Demand and Release Benchmarks, Roger Tym & Partners (2012)	The Industrial Land Demand and Release Benchmarks Study assesses future demand for industrial land across London and compares it with the current and planned supply. The aim of the study is to provide evidence to inform London-wide and local planning policy in order to ensure that London has the right quantity and quality of industrial land to support its economy and its population while using the land efficiently. Where there is evidence of an over-supply, the study estimates how much land may be released to other uses and makes recommendations for the management of surplus capacity.
Understanding the demand for and supply of visitor accommodation in London to 2036	GLA Economics was asked by the Greater London Authority (GLA) London Plan team to update work surrounding the demand for serviced visitor accommodation to see whether the existing London Plan benchmark target (Policy 4.5) for serviced rooms needed revising. The work was to also include an update around the accessibility of serviced visitor accommodation. The first part of this report examines the supply side of the London market. It sets out the best estimate of the current supply of serviced (and non-serviced) visitor accommodation in London. It also looks at the potential growth in supply of visitor accommodation over time (from focusing on the supply side only). The report then moves onto the demand side, illustrating how visitor nights in London have moved over time. It sets out how GLA Economics has gone about projecting visitor nights over time and its central projection for visitor nights. The report finishes with the projection for nights converted into the likely requirement for serviced visitor accommodation over time.
Accessible Hotels in London (2012)	This report was commissioned by Design for London (DfL)/London Development Agency (LDA) and Greater London Authority (GLA) to provide evidence to inform a new London Plan policy on the percentage of accessible hotel bedrooms required to meet demand now and over the next 20 years. A room which is 'accessible' is defined as one which minimises barriers to use for as many people as possible. It is a wider definition than a room being wheelchair accessible as it allows use by people with disabilities other than mobility impairments. Policy and planning requirements have previously been based around the definition of wheelchair accessibility, but this is now considered to be too narrow a definition of disability, as well as being based on an outdated medical model of disability.
Cornered shops: London's small shops and the planning system (2010) and addendum	This report looks at how the planning system, and other initiatives, can provide support for London's small shops and neighbourhood shopping areas. It seeks to identify the benefits of small, local and independent retailers to London; the evidence there is to show that they are under threat; the policies that have been proposed to support small shops; and what progress has been made in implementing them.
London's Retail Street Markets (June 2010)	This is a research report commissioned by the LDA. It provides a spatial and economic analysis of the retail street markets in London and identifies the area based issues facing these markets. The analysis also considers the contribution street markets can and are

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	making to London's economy. The study has been used to inform the LDA (and the wider GLA group) what role they could have in supporting street markets. The study includes research on all types of London retail markets (such as clothing, arts, food etc) but exclude wholesale markets.
Managing the Night Time Economy PDF(March 2007)	This is one of a series of best practice guides issued by the Mayor to demonstrate how the broad policies of the London Plan can be implemented locally. This Best Practice Guide suggests how public authorities and the private and voluntary sectors can work together to support the development of the night time economy in appropriate locations and improve the way they manage its impacts.
London Town Centre Health Check (2013)	The 2013 London Town Centre Health Check is the latest in the ongoing series of strategic London-wide health checks undertaken by the Greater London Authority with support from the London boroughs. It provides a 'snapshot' of the health of over 200 of London's town centres using a selection of strategic health check indicators and illustrates how these have changed over time.
Consumer Expenditure and Comparison Goods Retail Floorspace Need in London (2013)	Government policy in the National Planning Policy Framework requires the GLA and boroughs to assess the overall need for additional floorspace for economic uses, including retail and leisure development. This study assesses the scale and nature of consumer expenditure in London for comparison goods retail, convenience goods retail, and other expenditure including leisure over the period from 2011 to 2036. It focuses on strategic requirements for comparison goods retail floorspace need in London, distributed to boroughs and individual town centres. The project is both current and forward-looking, factoring in major retail pipeline developments in and around the capital and contains three additional scenarios to test alternative spatial patterns of growth and quality.
Accommodating Growth in Town Centres: Achieving Successful Housing Intensification and High Street Diversification (2014)	The 'Accommodating Growth in Town Centres' report assesses the changing nature of retail and the capacity and deliverability of housing intensification in and around town centres, while encouraging a diverse range of enterprises and the spaces they need on High Streets.
Artists Workspace Study: We made that (2014)	Study to better understand the picture of affordable studio provision for artists in London. The study is the first step in creating a list of all London's Artist Studios on the Mayor's 'London.Gov' website
Supporting Places of Work: incubators, accelerators and co-working spaces (2014)	The GLA appointed URS, Ramidus, #1Seed and Gort Scott to carry out research into the supply of existing Incubators, Accelerators and Co-working (IAC) spaces in London, which was the first study into the emerging sector of this kind. The report recommends the creation of a workspace provider network, through which IACs can inform emerging workspace policies, share learnings, and engage with boroughs and developers. The report also recommends the creation of an online interactive map to make IAC spaces visible to Londoners. The report concludes that any future public sector investment should focus on IACs with clear community outreach goals (e.g. providing training for disadvantaged groups, providing subsidised workspace) as well as being combined with wider initiatives to maximise public outcome.
Cross River Partnership business plan (2014)	Cross River Partnership (CRP) is a public-private partnership that was originally formed to deliver cross-river infrastructure projects such as the Millennium Bridge. CRP has since diversified to deliver a wide range of externally-funded, multi-partner regeneration projects.
Town Centres SPG (2014)	<p>This SPG provides guidance on the implementation of London Plan Policy 2.15 Town centres and of other policies in the Plan with specific reference to town centre development and management. It also provides guidance on Policy 2.16 Strategic Outer London Development Centres and their potential to be developed as business locations with distinct strengths of greater than sub regional importance. To support the policies in the London Plan this SPG includes guidance on:</p> <ul style="list-style-type: none"> • Supporting the evolution and diversification of town centres • Delivering mixed use housing intensification • Quality matters • Promoting Accessibility and Connectivity • Town centre regeneration and initiatives

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	<ul style="list-style-type: none"> • Proactive town centre strategies • Strategic Outer London Development Centre implementation guidelines
The Mayor's Action for High Street (2014)	It also outlines what the Mayor and his staff will do to help high streets, including how to diversify and grow and the support on offer from the Mayor's regeneration team. It makes the case for investment and how the Mayor will lobby to protect the future of London's high streets.
Energy and Climate Change	
Delivering London's Energy Future: the Mayor's climate change mitigation and energy strategy (2011)	Delivering London's Energy Future is the Mayor's climate change mitigation and energy strategy. It sets out his strategic approach to limiting further climate change and securing a low carbon energy supply for London. To limit further climate change the Mayor has set a target to reduce London's CO ₂ emissions by 60 per cent of 1990 levels by 2025. Delivering London's Energy Future details the programmes and activities that are ongoing across London to achieve this.
Managing risks and increasing resilience: the Mayor's climate change adaptation strategy (2011)	Managing risks and increasing resilience is the Mayor's climate change adaptation strategy for London. It details his strategic approach to managing the climate risks we face now and in the future in order to maintain London as one of the best big cities in the world.
Climate Change Adaption Strategy for London (2010)	<p>The Mayor's Climate Change Adaptation Strategy:</p> <ul style="list-style-type: none"> • identifies who and what is most at risk today • analyses how climate change will change the risk of flood, drought and heatwave through the century • describes what action is needed to manage this and who is responsible for it. <p>The key actions proposed in the strategy are:</p> <ul style="list-style-type: none"> • To improve our understanding and management of surface water flood risk • An urban greening programme to increase the quality and quantity of greenspace and vegetation in London – this will buffer us from floods and hot weather • To retro-fit up to 1.2m homes by 2015 to improve the water and energy efficiency of London homes
Decentralised Energy Capacity Study (2011)	This publication is formed of three reports providing data on, and analysis of, the potential for renewable and low carbon energy in London. This regional assessment breaks down the types of energy that can contribute to the Mayor's target to supply 25 percent of London's energy from decentralised sources by 2025.
Flood Risk	
Thames Region Catchment Flood Management Plan, 2009	This plan presents what the Environment Agency considers the most sustainable direction for the management of fluvial flood risk within the region for the next 50 to 100 years. It is based on extensive research into the catchment characteristics of the region and the options available for managing the risk to people, properties and the environment. It takes into account the likely impacts of climate change and the plans for future development.
Regional Flood Risk Appraisal (2009)	In June 2007 the Mayor published the draft Regional Flood Risk Appraisal (RFRA) for the London Plan, for public consultation. The RFRA examines the nature and implication of flood risk in London and how the risk should be managed.
Health and well-being	
Individual well-being in London (2014)	Over the past four years, the UK Government has sought to understand the subjective well-being of individuals as an alternative measure of the relative 'health' of a country compared to traditional measures such as GDP. This analysis presents findings for London and examines variations in how individuals assess their own well-being according to a number of different personal characteristics.

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	Among those characteristics exhibiting the largest levels of variation in well-being are qualification level, health and disability status, along with some variation seen across different age and ethnic groups.
London Mental Health: The invisible costs of mental ill health (2014)	This report aims to, where possible, quantify the impact of mental ill health in London in order to highlight the scale of the problem. It does this through analysing the wider economic and social impacts of mental ill health. As such the measurement and quantification of the costs of mental ill health go beyond usual measures of economic output, or Gross Value Added (GVA) to consider, amongst other things, so-called 'non-market' impacts, for instance the impact on individuals' quality of life from mental ill health. The intention is for this to provide for a more 'all-encompassing' measure of the economic and social costs of mental ill health to London.
The London Health Inequalities Strategy (2010)	The London Health Inequalities Strategy sets out the Mayor's commitments to work with partners to: 1 Promote effective parenting, early years development, young people's emotional health and readiness for learning 2 Motivate and enable Londoners to adopt healthier behaviours and engage in lifelong learning 3 Build knowledge about health and wellbeing, tackling stigma and taboo in the process 4 Promote community development approaches to improve health, and actively support the role of the third sector 5 Build public sector capacity to engage more effectively with individuals, communities and the Voluntary and Community Sector (VCS).
The London Health Inequalities Strategy: First Steps to Delivery (2012)	This 'First Steps to Delivery' plan sets out the actions prioritised to 2012 against the thirty high-level commitments which form the bedrock of the strategy.
Takeaways Toolkit: Tools, interventions and case studies to help local authorities develop a response to the health impacts of fast food takeaways (2012)	Takeaways may be good for London's economy, but they're often bad for Londoners' health. To help London boroughs balance these conflicting priorities and understand the options available when considering the health impacts of fast food, we've created a 'takeaways toolkit'. The toolkit has three main recommendations for boroughs: <ul style="list-style-type: none"> • making food healthier – working with takeaway businesses and the food industry to make healthier fast food. • starting them young – schools should have strategies to reduce the amount of unhealthy food children eat at lunch and on their journey to and from school. • planning for health – use regulatory and planning measures to address the proliferation of hot food takeaway outlets.
Health: Children and Young People (2010)	Health: Children and Young People is the second report in the Focus on London 2010 series. This chapter, authored by the London Health Observatory, provides recent evidence on the health experience of children and young people in London. The report includes data about the Local Index of Child Wellbeing, infant mortality, breastfeeding, immunisation, injury, childhood obesity, physical activity, diet, smoking, alcohol consumption, drug use, teenage conceptions and sexual health. It reveals many areas of inequality within the city, but also highlights the ways in which London's children are doing well.
A Sporting Future for London (2009)	This plan is about increasing participation in sport and physical activity. It aims to deliver a grass-roots sporting legacy for Londoners from the 2012 Olympic and Paralympic Games by: <ul style="list-style-type: none"> • securing a sustained increase in participation in sport and physical activity amongst Londoners • using sport to assist in tackling social problems including ill health, crime, academic underachievement and lack of community cohesion.
Our Healthier South East London (2014)	Our Healthier South East London is a five year commissioning strategy which aims to improve health, reduce health inequalities and ensure all health services in south east London meet safety and quality standards consistently and are sustainable in the longer term.
NHS London: A Call to Action (2014)	This builds on NHS England's national Call to Action document published in July, which set out a case that the NHS must transform in order to continue to deliver the best care to those who need it.
Better Health for London: Next Steps (2015)	The Mayor of London, NHS England (London), Public Health England, London Councils and the 32 GP-led clinical commissioning

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	groups have come together to outline how, individually and collaboratively, they will work towards London becoming the world's healthiest major city.
Heritage	
English Heritage's Heritage at Risk- London (2011)	The Register identifies which heritage assets are at risk from development pressures, neglect or decay. It also monitors the changing condition of assets in order to help us prioritise where resources and expertise can best be deployed to resolve the problems. It also includes listed buildings and scheduled monuments, Conservation Areas, Registered Parks and gardens.
The National Heritage List for England	The Register identifies all registered heritage assets including listed buildings, scheduled monuments, protected wreck sites, registered parks and gardens, registered battlefields, world heritage sites, applications for certificates of immunity (COIs) and current building preservation notices (BPNs).
London World Heritage Sites - Guidance on Settings (2012)	<p>The London Plan sets out policies to conserve and enhance London's World Heritage Sites and their settings, and states that the Mayor will produce guidance on defining the settings of London's World Heritage Sites. There are four World Heritage Sites and one potential site on the Tentative List in London:</p> <ul style="list-style-type: none"> • Palace of Westminster and Westminster Abbey, including St Margaret's Church • Tower of London • Maritime Greenwich • Royal Botanic Gardens, Kew • Darwin Landscape Laboratory (Tentative List) <p>Each has been designated because of its outstanding universal value of international significance. The sites themselves are set in a very dynamic, complex urban environment in which pressure for development is high. However one of the things that makes London distinctive is the way it combines old and new, protecting heritage but encouraging change. The Mayor has brought forward guidance on how this dynamic relationship can be managed in ways that protect the value of the sites and whilst also allowing the city to grow and change around them</p>
Housing	
Housing supplementary planning guidance (2012)	The SPG provides guidance on how to implement the housing policies in the 2011 London Plan. In particular, it provides detail on how to carry forward the Mayor's view that "providing good homes for Londoners is not just about numbers. The quality and design of homes, and the facilities provided for those living in them, are vital to ensuring good liveable neighborhoods". It is informed by the Government's National Planning Policy Framework and by its Housing Strategy for England.
London Housing Strategy (2014)	The Mayor's strategy aims to put in place the resources to deliver more than 42,000 new homes a year, but achieving this ambition will require the full commitment of the London boroughs, of government, and of private and public sector developers. The Mayor believes that only by working together can we agree a long-term financial settlement with national government, free up local councils to build, promote institutional investment in new housing, bring forward surplus public land and develop Housing Zones across the capital to drive delivery. The strategy also aims to make sure that the homes we build better reward those who work hard to make this city a success – by massively increasing opportunities for home ownership, by improving the private rented sector and by ensuring working Londoners have priority for affordable homes to rent.
Housing in London (2014)	Housing in London is the evidence base for the Mayor's London Housing Strategy, summarising key patterns and trends across a wide range of topics relevant to housing in the capital.
GLA Housing Design Guide Interim edition (2010)	The new 'interim edition' of the London Housing Design Guide sets out the Mayor of London's aspirations for the design of new housing in the capital. The Mayor is committed not just to delivering more homes in London, but also to improving the quality of our homes. The

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	London Development Agency has published the new London Housing Design Guide, which sets a new benchmark for housing design in London. All housing built on London Development Agency land is expected to meet these standards. The standards will also start to be applied to housing schemes applying for funding from the London Homes and Communities Agency from April 2011.
South East London Housing Market Assessment (2014) and sub reports	Cobweb were commissioned by local authorities in South East London to undertake a Strategic Housing Market Assessment (SHMA) for the sub region. The local authorities involved in the project are Bexley, Bromley, Greenwich, Lewisham and Southwark. A SHMA is a framework that local authorities and regional bodies can follow to develop a good understanding of how housing markets operate.
The Private Rented sector in South East London and Lambeth (2014)	The aim of the research was threefold: <ul style="list-style-type: none"> • To complement the South East London Strategic Housing Market Assessment (SHMA) that had been undertaken recently, by providing evidence and analysis of the PRS that would not be available or achievable through the 'desk top' SHMA. • To provide some of the evidence base that boroughs will need to draw on if considering introduction of licensing in the PRS. • To enable boroughs to better target interventions in the PRS, in terms of both enforcement and procurement (e.g. for use as temporary accommodation or for the prevention of homelessness).
The role of the planning system in delivering housing choices for older Londoners (2012)	This study is a 'think piece' to look specifically at the role of the planning system in helping to ensure that older Londoners have a choice of homes that they can afford and which meet their requirements for different sizes and types of dwellings in high quality environments. A policy for older Londoners will be a key input to a wider policy development process across London. The research set out to provide estimates of the future demand for and supply of specialist housing for older Londoners and to identify the challenges and potential barriers to delivery. Methods included modelling supply and demand, analysis of borough policies and practice and an extensive review of existing research.
GLA 2013 Round Population Projections	Detailed ward level population projections to support the London Plan. Incorporating housing provision targets as outlined in the consultations draft of the revised London Plan
Barriers to Housing Delivery (Update 2014)	In 2012 The GLA asked Molior London to produce a report called 'Barriers to Housing Delivery in London'. The report's purpose, broadly, was to find out why developers in London were not building more homes for private-sale. The report's conclusion was, broadly, 'they are building more homes for private sale than you think'. Molior London was asked to update that report. This time the brief might be simplified as 'the stock of unbuilt private-sector planning permissions in London is significant –so why aren't we hitting housing delivery targets?'. This report's conclusion can be summarised as 'big schemes in London are commencing units in line with the numbers required to meet housing need'.
London Student Housing Requirements Study (2007)	BBP Regeneration, SQW Ltd., Tribal Consulting, and Opinion Research Services undertook a study in 2006 to assess the impact that growth in the Higher Education (HE) sector may have on housing requirements and housing markets in Greater London. The primary aim of this research was to inform the implementation of London Plan and borough policy. The study incorporates a policy review, an analysis of baseline data on London's student population and student accommodation, and primary research. The data has been used to help forecast future student population growth and accommodation needs and the potential impact of the HE sector on London's economy, followed by a number of recommendations.
Mayor's Academic Forum Recommendations Paper – student housing (2014)	The Mayor's Academic Forum was established through the 2011 London Plan particularly to support implementation of Policy 3.8 Bh, which recognises that specialist student provision could give rise to concerns over: <ul style="list-style-type: none"> • the loss of capacity for conventional homes, especially affordable family housing; • the need to secure mixed and balanced communities; • the scope for identifying land suitable for student accommodation; and,

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	<ul style="list-style-type: none"> the way these issues are expressed in parts of inner London “where almost three quarters of the capacity for new student accommodation is concentrated”. <p>The <i>Mayor’s Academic Forum Recommendations Paper – student housing</i> is the first report of the Mayor’s Academic forum to the Mayor, focusing on strategic planning issues for student housing. Its main recommendations have been reflected in FALP paragraphs 3.52, 3.53a and 3.53b.</p>
Infrastructure	
Draft London Infrastructure Plan 2050 (2014)	The document sets out what infrastructure London requires. It is the first ever strategic attempt to set out London’s infrastructure needs, how much it might cost and how we pay for our needs. The aim is to prepare for, and benefit further from, London’s growth: bringing fresh thinking into the city’s infrastructure needs now, in order to meet them more costs effectively in the long term.
MOPAC/MPS Estates Strategy 2013-16	Linked to the Police and Crime Plan is the new MOPAC/MPS Estates Strategy 2013-16, see below. Following consultation on local policing and public access in January-March 2013, further work was undertaken to finalise plans for the wider police estate and the final version of this strategy is available below.
Central London Infrastructure Study (2009)	The study aims to provide a strategic understanding of the implications of growth for the whole of Central London, with an indication of how growth, and therefore demand for infrastructure, is distributed across the study area. This analysis allows Central London Forward to build a robust case for additional infrastructure investment for Central London to achieve sustainable growth up to 2026. In particular, as well as offering local authority level information and analysis, the report provides evidence of sub-regional issues and opportunities, encouraging joint solutions wherever appropriate. This study also identifies existing gaps and shortfalls in infrastructure provision.
Community Infrastructure Charging Schedule – Mayor of London (2012)	Sets out the level of charge that will apply to certain types of new development across London in order to deliver the Crossrail programme.
Use of planning obligations in the funding of Crossrail, and the Mayoral Community Infrastructure Levy – SPG (2013)	This SPG sets out guidance on implementation of London Plan policies on the funding of Crossrail, planning obligations and the Community Infrastructure Levy (CIL).
Draft Social Infrastructure SPG (2014)	<p>Social infrastructure includes a wide range of services and facilities, including health, education, community, cultural, play, recreation and sports facilities, faith, emergency facilities and many other local services and facilities that contribute to quality of life.</p> <p>The draft guidance;</p> <ul style="list-style-type: none"> Gives a range of information sources to evaluate need for social infrastructure at the strategic planning level, starting with the GLA’s own demographic projections and the ways in which these can be used to understand need for health, education and sports facilities. Emphasises the need for planning across services to ensure the efficient and timely delivery of social infrastructure in a way the meets the broader built environment aims of the London Plan. Describes Department of Health models for service delivery in a way that should help planners and health professionals to communicate with each other. Sets specific targets for the provision of burial space based upon projections of need and survey of existing capacity set out in the 2011 Audit of London Burial Provision. Provides a comprehensive range of resources for the assessment of social infrastructure need arising from individual applications.
London Plan	

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London Plan (2021)	The London Plan is the overall strategic plan for London, and it sets out a fully integrated economic, environmental, transport and social framework for the development of the capital to 2036. It forms part of the development plan for Greater London. London boroughs' local plans need to be in general conformity with the London Plan, and its policies guide decisions on planning applications by councils and the Mayor.
London Implementation Plan (2013)	<p>The Implementation Plan is intended to:</p> <ul style="list-style-type: none"> • facilitate effective coordination and cooperation of activities to ensure the realisation of the London Plan • inform developers and all delivery partners who need to understand the envisaged implementation actions and strategic infrastructure provision in relation to the London Plan • provide communities with transparent and accessible information to enable them to get involved in the development of their area • help boroughs in terms of the wider context for their local implementation and infrastructure planning and the preparation for their Community Infrastructure Levy (CIL). <p>The Plan will be updated regularly.</p>
	•
Noise	
London Agglomeration Noise Action Plan (2010)	The purpose of the Noise Action Plan is to assist in the management of environmental noise and its effects, including noise reduction if necessary, in the context of government policy on sustainable development. Noise Action Plans are based on the results of the strategic noise maps published in 2008.
Sunder City: The Mayor's Ambient Noise Strategy (2004)	<p>The aim of the Mayor's ambient noise strategy is a practical one – to minimise the adverse impacts of noise on people living and working in, and visiting London using the best available practices and technology within a sustainable development framework.</p> <p>Three key issues are:</p> <ol style="list-style-type: none"> 1. Securing good noise reducing road surfaces 2. Securing a night aircraft ban across London 3. Reducing noise through better planning and design of new housing
Open Space, Biodiversity, Geodiversity	
A Manifesto for Public Open Space: London's Great Outdoors (2009)	London's Great Outdoors recognises that investment in public space enhances the look and feel of the city, making it a more healthy and pleasant place for residents and visitors and an environment in which businesses can thrive. It contributes to maintaining and improving London's image as the world's most green and liveable big city and highlights London's offer as a city that can sustain economic growth.
Open Spaces Strategies: Best Practice Guidance (2008)	This document provides guidance on how to create an open space strategy. Drawing on the lessons learnt from 5 years of CABI Space strategic enabling support with local authorities across England, it updates earlier CABI Space guidance, (<i>Green space strategies: A good practice guide</i> , 2004), and combines this with an update of the guidance for London, (<i>Mayor's guide to preparing open space strategies; Best practice guidance of the London Plan</i> , 2004), to provide one comprehensive guide for England.
Connecting with London's Nature. The Mayor's Biodiversity Strategy (2002)	The document details the Mayor's vision for protecting and conserving London's natural open spaces. It seeks to ensure that there is no overall loss of wildlife habitats in London, and that open spaces are created and made accessible, so that all Londoners are within walking distance of a quality natural space. The strategy is an important step in establishing a London-wide framework for maintaining London's diversity of wildlife.

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Preparing Borough Tree and Woodland Strategies SPG (2013)	<p>The Preparing Borough Tree and Woodland Strategies Supplementary Planning Guidance, a joint publication with the Forestry Commission, has been published. It sets out an approach to trees and woodland that:</p> <ul style="list-style-type: none"> • Covers the audit, protection and management of trees and woodland in line with Policy 7.21 of the London Plan • Highlights the asset value of trees and woodland, both in financial terms and the broad range of economic and environmental benefits they provide • Considers all the trees in a borough as a single unified resource – an ‘urban forest’ • Extends the concept of an ‘urban forest’ across boundaries so that the cumulative benefits of trees to Londoners can be enhanced • Takes a step by step approach to the management of trees and woodland.
All London Green Grid SPG 2012	<p>The SPG aims to promote the concept of green infrastructure, and increase its delivery by boroughs, developers, and communities, by describing and advocating an approach to the design and management of green and open spaces to deliver hitherto unrealised benefits. These benefits include sustainable travel, flood management, healthy living, and creating distinctive destinations; and the economic and social uplift these support.</p>
Shaping Neighbourhoods: Play and Informal Recreation SPG (2012)	<p>This SPG aims to help those involved in planning local neighbourhoods to engage with young Londoners to deliver real improvements in the quality of play spaces. The Mayor wants to see a child-friendly London with inclusive, accessible, and safe play spaces that allow all young Londoners to engage in fun, positive, and healthy play and recreation in their own communities and throughout London. The 2012 SPG adds further guidance to the previous 2008 SPG, in particular expanding on the concept of lifetime neighbourhoods.</p>
London’s Foundations SPG (2012)	<p>London’s Foundations (2009) was a joint publication with Natural England setting out London’s geological heritage, explaining the process for identifying sites of national, regional and local geological importance, identifying important geological sites for protection and advising boroughs on how to promote as well as protect geodiversity. It has been updated to reflect:</p> <ul style="list-style-type: none"> • The publication of the 2011 London Plan; • The emerging advice of the Government in its National Planning Policy Framework; • The ongoing work of the London Geodiversity Partnership (LGP) in updating the number of sites that should be promoted/protected by boroughs via their development plan documents; • The publication by the LGP of their Geodiversity Action Plan.
Sustainability	
Sustainable Design and Construction. Mayor’s Supplementary Planning Guidance (2014)	<p>This SPG provides guidance on what measures developers can include in their building designs and operations to achieve the carbon dioxide and water consumption targets set out in the London Plan. It also provides guidance on how boroughs can take forward the new approaches set out in the London Plan, such as carbon-dioxide off-setting, retrofitting and ‘air quality neutral’.</p>
Adapting to Climate Change: A checklist for development (2005)	<p>This guidance on designing developments in a changing climate was published by the Greater London Authority. The main actions are summarised in a simple to use checklist, however, it is not intended to be a design manual, although it does contain signposts to more detailed guidance.</p>
Sustainable Development Framework for London. London Sustainable Development Commission (June 2003)	<p>This Framework has been developed by the London Sustainable Development Commission, appointed by the Mayor in May 2002 to advise on sustainability issues in the capital. It is the first Sustainable Development Framework for London. It sets out a Vision for the capital and a set of objectives to guide decision making.</p> <p>The Framework should be used to:</p> <ul style="list-style-type: none"> -provide the context for policy development and decision-making;

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	<ul style="list-style-type: none"> -undertake sustainability appraisals of projects, plans and strategies; -monitor progress towards a more sustainable city
Sustainable Communities Plan for London: Building for the Future (2003)	This document is part of a national programme of action setting out how the Government intends to achieve sustainable communities in London. The main challenges for London are to accommodate growth and to reduce poverty and deprivation. To do this, the main aims are for more and better-designed and affordable homes, including homes for key workers. To improve public transport and other infrastructure to support the development of new and growing communities; to raise education standards and skill levels across the capital; to tackle crime, anti-social behaviour and the fear of crime.
Transport	
Mayor's Transport Strategy (2010)	<p>The Mayor's Transport Strategy is a statutory document, developed alongside the London Plan and Economic Development Strategy as part of a strategic policy framework to support and shape the economic and social development of London over the next 20 years. It sets out the Mayor's transport vision and describes how Transport for London (TfL) and its partners, including the London boroughs, will deliver that vision. Six goals set out how the overarching vision should be implemented. The transport strategy should:</p> <ul style="list-style-type: none"> • Support economic development and population growth • Enhance the quality of life for all Londoners • Improve the safety and security of all Londoners • Improve transport opportunities for all Londoners • Reduce transport's contribution to climate change and improve its resilience • Support delivery of the London 2012 Olympic and Paralympic Games and its legacy
Land for Industry and Transport SPG (2012)	The SPG provides an update of previous Mayoral guidance, setting out how boroughs should make effective, efficient use of land for transport purposes.
River Action Plan (2013)	This plan outlines a number of specific measures to be taken by TfL and other stakeholders to help boost the number of river trips in line with achieving the Mayor's target of 12 million passenger journeys a year by 2020
Cycling Revolution London (2010)	The Strategy sets out the vision and policies for encouraging and enabling more cycling across London. The strategy sets out an aspiration to increase cycling by 400% by 2026 through a range of initiatives including the delivery of a series of cycle superhighways, improved cycle safety and an increase training aimed at cyclists
The Mayor's Vision for Cycling	<p>The Mayor's Vision for Cycling document sets out how this will be achieved, focusing on four key outcomes:</p> <ol style="list-style-type: none"> 1. A Tube network for the bike. London will have a network of direct, joined-up cycle tracks, with many running in parallel with key Underground, rail and bus routes. 2. Safer streets for the bike. Spending on the Better Junctions programme will be significantly increased and substantial improvements to the worst junctions will be prioritised. With government help, a range of radical measures will improve the safety of cyclists around large vehicles. 3. More people travelling by bike. We will 'normalise' cycling, making it something anyone feels comfortable doing. 4. Better places for everyone. The new bike routes are a step towards the Mayor's vision of a 'village in the city', with more trees, more space for pedestrians and less traffic.
An Electric Vehicle Delivery Plan for London	The EV Delivery Plan sets out a comprehensive strategy to stimulate the market for electric vehicles in London.
Your Accessible Transport Network (2014)	Mayor of London's commitment to make it easier for people to travel around London.
Improving the Health of Londoners:	A Health Action Plan to improve the health of the population by examining the links between health and public transport and improving people's health through transport interventions and strategies. The document is reviewed regularly and updates are provided by TfL.

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Transport Action Plan (2014)	
Waste	
London's Wasted Resource: The Mayor's Municipal Waste Management Strategy	London's Wasted Resource sets out the Mayor's policies and proposals for reducing the amount of municipal waste produced, increasing the amount of waste reused, recycled or composted, and generating low carbon energy from waste remaining. This strategy also sets out how the Mayor, through the London Waste and Recycling Board, will help develop more waste management infrastructure in London.
Making Business Sense of Waste: The Mayor's Business Waste Management Strategy	Making Business Sense of Waste is the first Mayoral strategy for London's business waste. It sets out initiatives to help all kinds of London's businesses, from shops, restaurants, office buildings, manufacturers to construction companies to save money and reduce harm to the environment through better waste management.
London Waste Apportionment Study (2007) – update and further sensitivity testing	Subsequent to the reiteration of the apportionment, published in December 2006, further data of relevance to criteria within the model has become available. The update includes <ul style="list-style-type: none"> • correct data on safeguarded wharves, • revision of current licensed waste management capacity in London resulting from the decision on the development of the Belvedere facility, updated, recently verified and soon to be published data on indicative capacity of land for waste, logistics and other industrial used in London, provided by the GLA.
London Waste Apportionment Study (2006)	This report describes in detail the waste apportionment methodology underlying the London Plan minor alteration on borough level waste apportionment.
London Remade Demolition Protocol Report (2005)	This describes how demolition recyclate can be recovered with maximum value and how this can be provided as a high quality recycled material in new builds.
Water	
Securing London's Water Future (2011)	The draft London Water Strategy is intended to complement the plans and strategies of other organisations by presenting a London-specific view of managing water resources. At a time of decreasing supply and increasing demand for water we need to use the water we have more wisely. The strategy promotes increasing water efficiency and reducing water wastage to balance supply and demand for water, safeguard the environment and help tackle water affordability problems. It also sets out how the Mayor will help communities at risk of flooding to increase their resilience to flooding
Environment Agency Thames Estuary 2100 plan	This document provides regional guidance on the predicted effects of climate change in relation to tidal flood risk
Thames River Basin Management Plan (2009)	The EU Water Framework Directive requires the Environment Agency to prepare and publish 10 River Basin Management Plans (RBMP) by 2009 to promote the concept of sustainable water management. Their aims are: <ul style="list-style-type: none"> • To safeguard the sustainable use of water • To protect and restore the status of aquatic ecosystems • To improve aquatic environments by the reduction of hazardous substances • To reduce groundwater pollution; and • To help mitigate the effects of flood and droughts
Taking Care of Water- Our Plan for the next 25 years (Thames Water Utilities) 2015-	Taking care of water describes a long-term strategy to address a series of issues. It is built around the four main themes that have emerged from public consultation: delivering for customers; planning for a sustainable future; delivering efficiently; and providing

Plan, Strategy or Programme	Summary of objectives and targets
2040	affordable services. The document set out the things that are needed to meet the challenges of the future. It also set out the costs of providing those services and the likely impact on bills.
Water Resources Management Plan (Thames Water Utilities) 2015-2040.	Sets out how demand for water is balanced against the supply over the next 25-year period.
Our Plans for Water (Thames Water Utilities) 2015-2020	A five-year Plan which sets out proposals to maintain and improve services during the period 2015 to 2020.
Drought Plan (2013) (Thames Water Utilities)	The Drought Plan sets out the actions to take in the event of a drought to maintain essential supplies of water while protecting the environment.
Draft Strategic Proposals for Sludge Management (Thames Water Utilities) 2008	Thames Water Utilities Ltd. (Thames Water) has developed high-level strategic proposals for sludge management/disposal in our region for the 25 years to 2035. The decision to carry out the strategy development was taken for the following reasons: (1) to provide a broad framework for the specific investment proposals, particularly in the period 2010-2015 for the periodic review of our charges in 2009, and (2) to review the appropriateness of the current strategy (i.e. wherever possible recycle sludge to land) going forward, given the increasing costs and regulatory/other constraints arising from this outlet.
Thames Corridor Catchment Abstraction Management Strategy (CAMS)	This guidance on designing developments in a changing climate was published by the Greater London Authority in November 2005. The main actions are summarised in a simple to use checklist, however, it is not intended to be a design manual, although it does contain signposts to more detailed guidance.
Sustainable Remediation Forum UK (SuRF-UK) (2010)	This document presents the first phase of work by the UK Sustainable Remediation Forum (SuRF-UK), which is a framework for assessing the sustainability of soil and groundwater remediation, and for incorporating sustainable development criteria in land contamination management strategies. It helps assessors to identify the optimum land and/or groundwater remediation strategy and/or technique.

LOCAL

Policy or Plan	Summary of objectives and targets
Community	
The Council Plan 2020-2026	The Council Plan is the council's overarching business plan. The council plan describes how we will deliver our fairer future vision through the promises and commitments that we have made to the people of Southwark. It also makes a number of commitments to equality and fairness in line with our approach to equality.
Children and Young People's Plan 2013-2016	This strategy provides a plan for all local services affecting children and young people in Southwark. The aims in the next three years

Policy or Plan	Summary of objectives and targets
	are: improved literacy and numeracy; more things to do; less crime against children and young people; fewer teenagers getting pregnant; and a reduction in the rate of increase of children who are obese.
Southwark Primary and Community Care Strategy 2013-2018	This plan describes Southwark Clinical Commissioning Group's intentions to build strong local services to meet the challenges of improving care over the next five years. It supports a range of our other plans and priorities as well as reflecting national policies and thinking on the best way to ensure that primary and community care services are fit for the future.
Southwark Statement of Community Involvement (2022)	The Statement of Community Involvement (SCI) sets out how and when Southwark Council involve the community in the alteration and development of town planning documents and applications for planning permission. This ensures there is effective community involvement in the planning process.
Safer Southwark Partnership Action Plan (2013-2015)	The Safer Southwark Partnership (SSP) has agreed minimum standards of service for responding to antisocial behaviour and for victims and witnesses of crime. These are a commitment to residents that the SSP will continue to keep Southwark a safe place to live, work and visit.
Southwark Violent Crime Strategy 2010/2015	The Southwark violent crime strategy 2010/15 detailing how the council, police and other partners in Southwark are tackling violent crime in the borough.
Southwark Statement of Licensing Policy 2016-2020	Section 5 of the Licensing Act 2003 requires each licensing authority to prepare and publish a statement of its licensing policy every five years.
Economy and Employment	
Southwark Employment Land Review (2010)	The study provides an assessment of the quantity, quality and viability of employment land throughout the borough and evaluates the viability of existing (UDP) employment policies as well as informing the LDF evidence base and associated policies.
Southwark Economic Well-being Strategy 2012-2020	Our new strategy sets out what we want to achieve between now and 2020, and how we aim to work across the Council and with our partners in the private, public and voluntary sectors in order to make Southwark a place: <ul style="list-style-type: none"> • Where people, especially our young people, are equipped with the skills and ambition to make the most of our central London location • Where businesses grow and prosper • Where town centres and high streets thrive • Where our residents are financially independent
Southwark Industrial and Warehousing Land Study (2014)	Southwark Council commissioned GVA to undertake a review of industrial and warehousing land and premises in the borough. The study is an evidence base document and will inform the preparation of future planning policies, as well as a wider employment land review (a forecast of how much space will be needed to meet demand over the next 15 years or so) that will be carried out in 2014/15.
Culture Strategy 2013-2018 and action plan	We have developed a strategy to cover the period from 2013 to 2018 that uses our targeted support, partnership and leverage to enable the valuable cultural sector in Southwark to create, develop and grow. The key objectives are to generate opportunities, build local pride and deliver prosperity for the borough. The strategy is presented as a range of specific and measurable actions to be delivered over the next five years.
Education	

Policy or Plan	Summary of objectives and targets
Primary Investment Strategy Cabinet Report 2014	This Cabinet Report sets out a series of recommendations for addressing need for additional primary school places in the borough
School places strategy update, Cabinet Report (2014)	This report sets out the forecast demand for primary and secondary places and the associated need for additional school places. It sets out the approach for meeting primary demand.
Southwark Extended Schools Strategy	<p>The strategy sets out a set out principles as the basis for the development of extended schools in Southwark.</p> <p>The strategy anticipates that providing extended services will</p> <ul style="list-style-type: none"> • support improvements in standards • enable children to have fun and develop new skills • enhance support for vulnerable children • encourage parental involvement in children's learning • make better use of facilities by opening them up to the community • provide better help to address children's wider needs
Flood Risk	
Southwark Strategic Flood Risk Assessment (SFRA) (2008)	A Strategic Flood Risk Assessment (SFRA) has been prepared to ensure that flood risk is taken into account and minimised in all new developments. The SFRA sets out the level of flood risk in different areas of the borough. This will help plan for new developments and assist in the determination of planning applications.
Southwark Interim Preliminary Flood Risk Assessment 2011	This document forms a Preliminary Flood Risk Assessment (PFRA) report for the Southwark in accordance with the Flood Risk Regulations 2009. The PFRA provides a high level summary of significant flood risk, based on available and readily derivable information, describing both the probability and harmful consequences of past and future flooding. The scope of the PFRA is to consider flooding from the following sources; surface runoff, groundwater and ordinary watercourses and any interaction these may have with main rivers and the sea
Draft Local Flood Risk Management Strategy (2014)	Under Section 9 of the Flood and Water Management Act 2010 Act, Southwark Council is required to develop, maintain, apply and monitor a Local Flood Risk Management Strategy (LFRMS) for the borough. The LFRMS ("the Strategy") should provide strategic direction in proactively managing flood risk in Southwark and to meet the requirements of the Act. The Strategy will be developed in consultation with key internal and external stakeholders, and will be reviewed every 6 years in consonance with the periodic reviews of Southwark Council's Preliminary Flood Risk Assessment (PFRA) as required under the Regulations.
Health	
Better Environment, Better Health (Southwark) (2013)	The Better Environment, Better Health guide offers tailored information on seven important environmental factors that can impact on residents' health. These factors are green spaces, active travel and transport, surface water flood risk, air quality, healthy food, fuel poverty and overheating. These guides are written for borough Health and Wellbeing Boards, Directors of Public Health, elected members, Regeneration and Planning Officers, Environmental Officers, Health Watch and Clinical Commissioning Groups (CCGs). The guides aim to influence local borough decisions and how budgets are decided and allocated. The hope is to encourage more collaborative work to reinforce London's resilience to changes in climate and improve Londoners' health.
Southwark Alcohol Needs Assessment (2011)	The Alcohol Needs Assessment quantifies the prevalence of alcohol related behaviours, the impact of alcohol on health in Southwark

Policy or Plan	Summary of objectives and targets
Annual Public Health Report 2010	<p>and assesses the services provided to reduce alcohol related harm.</p> <p>Life expectancy in Southwark has never been higher, with women in Southwark living to an average of 82.9 years, which is above the national average of 82.3 and men in Southwark living to an average of 77.8 years. However, every year up to 600 people die in Southwark before the age of 75. This year's Annual Public Health Report for Southwark focuses on how GP practices can work with their patients to prevent more early deaths. Southwark's early death rates from heart attack and chronic obstructive lung disease (covering emphysema and bronchitis) was significantly higher than the national average.</p>
Children and Young People's Health Needs Assessment (2010)	A detailed analysis of the demand and performance of Southwark's services and how this contributed to the development of the Children and Young People's Plan 2010-2013.
Southwark Children and Young Peoples Health plan (2010)	<p>This plan sets out how we will improve the wellbeing of children and young people in regard to the five Every Child Matters outcomes:</p> <ul style="list-style-type: none"> • Be healthy • Stay safe • Enjoy and achieve • Make a positive contribution • Achieve economic wellbeing <p>This plan recognises and addresses the far-reaching implications of statutory changes to children's trusts, local safeguarding children boards, Children and Young People's Plans and the roles of lead members and directors of children's services, which came into force on 1 April 2010.</p>
Southwark Health Profile 2013	<p>This report contains a summary of health and wellbeing issues represented through available statistics obtained from reliable sources. This document forms a part of the suite of documents published as a part of the Joint Strategic Needs Assessment work programme. The document is intended to provide an understanding of the health and well-being of Southwark residents. The content of this report is meant to support the health and social care commissioners; along with other stakeholders in primary, secondary and community care including local voluntary sector agencies.</p>
Pubic Health Observatories: Southwark Health Profile (2014)	This profile gives a picture of people's health in Southwark. It is designed to help local government and health services understand their community's needs, so that they can work to improve people's health and reduce health inequalities.
Public Health Outcomes Framework: Southwark (2013)	<p>The Public Health Outcomes Framework 'Healthy lives, healthy people: Improving outcomes and supporting transparency' sets out a vision for public health, desired outcomes and the indicators that will help us understand how well public health is being improved and protected. The framework concentrates on two high-level outcomes to be achieved across the public health system, and groups further indicators into four 'domains' that cover the full spectrum of public health. The outcomes reflect a focus not only on how long people live, but on how well they live at all stages of life. This profile currently presents data for the first set of indicators at England and upper tier local authority levels, collated by Public Health England.</p> <p>The profile allows you to:</p> <ul style="list-style-type: none"> -Compare your local authority against other authorities in the region -Benchmark your local authority against the England value
Child Obesity Joint Review (2012)	The child obesity joint review examines the high rate of childhood obesity in the borough and recommends a wide range of actions to counteract the increasing prevalence.
Joint Health and Wellbeing Strategy 2015-20	This strategy outlines how the council and its partners will work together to promote integration, improve outcomes and reduce health inequalities of Southwark's residents by focusing on three strategic objectives.

Policy or Plan	Summary of objectives and targets
Lambeth and Southwark: Emotional Wellbeing and Mental Health Needs Assessment 2013	This needs assessment (NA) covers Lambeth and Southwark boroughs and was overseen by a stakeholders group. It aims to inform the commissioning strategies of the two boroughs and partner agencies.
Supporting the Health of Young People in Southwark: A summary report of the Health Related Behaviour Survey 2014	These results are the compilation of data collected from a sample of primary and secondary pupils aged 8 to 15 in Southwark during the summer term 2014. This work was commissioned by the Lambeth and Southwark Public Health team on behalf of the London Borough of Southwark as a way of collecting robust information about young people's lifestyles.
Betting, borrowing and health: Health impacts of betting shops and payday loan shops in Southwark (2014)	This report summarises evidence on the health impacts associated with the clustering of betting shops and payday loan shops in the context of Article 4 Directions. The objectives of this report are to: review existing evidence around health and wellbeing impacts; identify a range of local health indicators; and examine the spatial relationship between betting shops and pay-day loan shops and health indicators.
Adult Social Care: Promoting independence, wellbeing and choice – Local Account 2012/2013	The Local Account is a new form of public performance report, setting out the progress councils have made in delivering national and local adult social care priorities and the key areas where further improvement is required.
Southwark Pharmaceutical Needs Assessment 2015	From 1 April 2013, every Health and Wellbeing Board (HWB) in England has a statutory responsibility to publish and keep up-to-date a statement of the needs for pharmaceutical services for the population in its area, referred to as a 'pharmaceutical needs assessment' (PNA). The PNA will help in the commissioning of pharmaceutical services in the context of local priorities.
Heritage, Design and Archaeology	
Southwark Conservation Area Appraisals	The government requires all councils to produce appraisals for the conservation areas in their borough. Conservation area appraisals are intended to: Provide an analysis and account of the area; explain why it is considered to be of special architectural or historic interest; Give a clear indication of the council's approach to its preservation and enhancement. They are also used by the council in assessing the design of development proposals.
Southwark Archaeology Priority Zones	Southwark Council has policies to protect the borough's archaeology. The policy identifies seven archaeological priority zones (APZs). When development proposals are submitted for these areas, the archaeology officer conducts initial appraisals to assess the archaeological implications and ensures that any necessary investigations take place
Core Strategy: Policy 12 Tall building background paper, Southwark Council (2009)	Sets out the background and research that has informed the suitable locations for tall buildings as established in Policy 12 and supporting text contained within our core strategy. It summarises our evidence base, describes our strategy and our reasons for selecting the approach we have taken.
Core Strategy: Borough-wide Strategic Tall Building Study, Southwark Council (2009)	Sets out an overview of the character of Southwark to inform the evidence base which informs the production of Core Strategy Policy 12, particularly the tall building height policy.
Guidance on Tall Buildings, July 2007, CABE & English Heritage	This document sets out how CABE and Historic England evaluate proposals for tall buildings. It also offers advice on good practice in relation to tall buildings in the planning process.
Heritage in local plans - how to create a sound plan under the NPPF, 2012, English Heritage	This is a guide to local authorities from Historic England on how to achieve the objectives of the NPPF for the historic environment and thereby pass the test for a sound local plan.

Policy or Plan	Summary of objectives and targets
Seeing The History In The View: A Method For Assessing Heritage Significance Within Views, June 2011, English Heritage	This document presents a method for understanding and assessing heritage significance within views.
Housing – General	
Southwark Affordable Housing Viability Study (2010)	This report examines in terms of financial viability, the potential for development sites in Southwark to deliver affordable housing at varying percentages and mixes, while maintaining other planning obligations at the current levels as advised.
Southwark Housing Requirements Study (and sub reports) 2010	The study was undertaken to inform local policies, in particular relating to the development plan and housing strategy surrounding affordable housing provision. The study provides a key component of the evidence base required to develop and support a robust policy framework.
Southwark Housing Strategy (2015)	<p>Southwark Council Cabinet agreed Southwark's first long-term housing strategy in January 2015. The Southwark housing strategy to 2043 consists of four principles:</p> <ul style="list-style-type: none"> • We will use every tool at our disposal to increase the supply of all kinds of homes across Southwark. • We will demand the highest standards of quality, making Southwark a place where you will not know whether you are visiting homes in private, housing association or council ownership. • We will support and encourage all residents to take pride and responsibility in their homes and local area. • We will help vulnerable individuals and families to meet their housing needs and live as independently as possible.
Planning Committee report on Affordable Rent (2011)	This Planning Committee report clarifies the council's affordable housing policies, including the council's current approach in addressing the affordable rent tenure.
Affordable Rent in Southwark Study (2011)	This study looks at the affordability of affordable rent across the nine different postcode areas of Southwark. It models a range of scenarios from 40% to 80% market rents for one, two, three and four bedrooms dwellings. It shows that it will be very difficult for people in housing need to afford the affordable rent model, particularly family homes
Impact of the Affordable Rent tenure on the viability of developments in Southwark (2011)	This study looks at the viability of delivering affordable rent housing in Southwark. It considers the potential for development sites in Southwark to deliver affordable housing at varying percentages and mixes, while maintaining other planning obligations at the current levels as advised.
Southwark Commuted Sums Study 2011	This study looks at how much money could be secured as a pooled contribution in lieu of on-site affordable housing, if a scheme was 100% private housing rather than requiring affordable housing to be on site. It tests the amount of potential pooled contribution that could be viable by testing 35 sites across Southwark. It is part of the evidence base for the draft affordable housing supplementary planning document 2011.
Private Sector Housing Action Plan 2014/15	
Maximising independence through housing: The older people's housing delivery plan: Southwark Housing Strategy 2009 to 2016 (2012)	This plan covers both the supply of housing for older people and housing support services for older people. These services cross council departments and partner agencies.
Housing – Student accommodation	
Research into the need for additional student	London Borough of Southwark undertook research into the need for additional student housing in Southwark in 2008. The study was initiated to inform the comprehensive review of the Southwark Housing Strategy and to inform the preparation of the core strategy. It

Policy or Plan	Summary of objectives and targets
housing in Southwark (2008)	was produced at the time when the borough was beginning to experience an increasing number of planning applications from developers wishing to build accommodation for students in Southwark. The objective of this study is to report provide consolidated information on: Existing student accommodation in the Borough; the schemes of student housing currently in the pipeline with planning consent to include those under construction and those not yet started; and the student housing schemes with current applications.
Student Implementation Study (2011)	This study looks at how strategic policy 8 of the core strategy on requiring affordable housing within student homes could be implemented. It looks at ways in which the policy can be implemented as well as testing the viability of the policy. It is part of the evidence base for the draft affordable housing supplementary planning document 2011.
Neighbouring boroughs:	
<p>Lewisham Council Sustainable Community Strategy (2008-2020)</p> <p>Our vision 2020: Lambeth Community Strategy (2008-2020)</p> <p>Croydon community Strategy 2010-2015</p> <p>The City Together Strategy: the Heart of a World Class City 2008-2014</p> <p>Tower Hamlets Community Plan (2011)</p> <p>Building a better Bromley 2020 (2009)</p> <p>Westminster City Plan (2006-2016)</p>	<p>Every London Borough has a Sustainable Community Strategy that is prepared by the Local Strategic Partnership. Broadly, the role of the strategy is to establish a vision for the how the borough should change over a set period for the benefit of the local community. The strategies are cross-cutting in terms of the themes covered and each is tailored to the key issues in each of the boroughs in question. Subsequent strategies, including Local Plans and other planning documents, should be linked to achieving this vision and where appropriate delivering specific objectives. The sustainable communities strategies for our neighbouring boroughs set the context for much of the partnership working that that we undertake with each other.</p>
<p>Lambeth Core Strategy (2011) and Draft Local Plan (2015)</p> <p>Lewisham Core Strategy (2011)</p> <p>Lewisham draft Local Plan Regulation 19 version 2023</p> <p>Bromley saved UDP (2006) and emerging Local Plan (2014)</p> <p>The City of London Local Plan (2015)</p> <p>Tower Hamlets Core Strategy (2010)</p> <p>Croydon Strategic Policies</p> <p>Westminster City Plan: Strategic Policies (2013) and saved UDP (2010)</p>	<p>The Core Strategies and Local Plans of each of the London Boroughs contain their vision for future development, usually over a 10 or 15 year period. They set out the spatial planning policies that establish guidance around strategic issues such as the distribution of housing, delivery of new jobs and economic growth, transport and connectivity, the environment and sustainability and the delivery of new infrastructure. Importantly, the Core Strategies of the various London Boroughs will set out planning issues that could potentially have an impact across administrative boundaries. Where a core strategy has not yet been adopted, the Unitary Development Plan forms the basis of the Local Plan for those boroughs.</p>

Policy or Plan	Summary of objectives and targets
Open Spaces and Biodiversity	
Southwark Open Space Strategy (2013) and evidence base (2013)	This report provides the evidence base setting out the current position with regard to the provision of open spaces in Southwark, This includes an updated audit of all the existing protected open spaces. The strategy sets out a number of recommendation on improving the quality of the existing open spaces and makes site specific recommendations for the different sub-areas of the borough.
Southwark Physical Activity and Sport Strategy 2014-2017	This study sets out what the council and PRO-ACTIVE Southwark partners will deliver to support more people becoming more active more often.
Southwark Biodiversity Action Plan (2013-2019) and evidence base	A new Biodiversity Action Plan (BAP) has been developed and is in the process of being adopted by the Council. The BAP has been developed by the Southwark Biodiversity Partnership in accordance with national, regional and local legislation and policies. The plans will run from 2012 to 2018. This plan provides information and guidance on protecting, managing and promoting key wildlife habitats and species within London.
Southwark Tree Management Strategy (2011)	A tree management strategy is a policy framework for the trees owned, managed and/or protected by an organisation. Southwark Council's tree management strategy sets out a vision for the next five years and explains how we will achieve this vision. It is a reference document for anyone with an interest in Southwark's trees.
Planning	
Southwark Plan (2012)	The Southwark Plan explains the strategy for the regeneration of Southwark and contains area visions setting out aspirations for places, strategic policies setting out the Council's strategy for planning and regeneration. It contains detailed development management policies.
Southwark Plan Adopted Policies Map (updated March 2022)	The adopted proposals map is part of Southwark's Local Plan and shows the proposals and policies for the borough, including Old Kent Road.
Southwark adopted Supplementary Planning Documents (SPDs) and Supplementary Planning Guidance (SPGs)	Supplementary planning documents (SPDs) and supplementary guidance documents (SPGs) are used to provide more information and guidance on the policies in the development plan. They can be based on certain topics such as transport or design, or they can be specific to certain places such as Dulwich. Southwark has several SPDs and SPGs which provide additional information on the saved policies in the Southwark Plan (UDP) and Core Strategy.
Southwark Annual Monitoring Reports (2004-2011)	<p>The AMR assesses if our planning policies achieve their objectives and targets by using a collection of data from local, regional and national sources and a number of indicators that measure performance.</p> <p>The AMR sets out:</p> <ul style="list-style-type: none"> • progress in producing planning documents • whether planning policies are achieving the objectives of the plan • what impacts the policies are having on the local environment, communities and economy • details of how policies need to be changed or replaced if we are not meeting our objectives or targets
Pollution	

Policy or Plan	Summary of objectives and targets
Air Quality Management and Improvement Plan (2012)	This document will help deliver the National Air Quality Strategy for Air Quality Management Areas (AQMA).
Southwark Contaminated Land Strategy (2001)	This document establishes a programme to identify contaminated land and water in Southwark, and to facilitate its remediation according to UK National Regulations.
Town Centres	
Southwark Retail Study (2015)	The study considers: <ul style="list-style-type: none"> • The vitality and viability of Southwark's existing town centres • The extent to which Southwark centres are fulfilling their role in meeting the retailing needs of the borough • The need for further retail development during the local plan period, and possible scenarios for meeting any identified need for additional retail floorspace
Southwark Street Trading and Markets Strategy (2010)	The street trading and markets strategy sets out how we want to work with traders to revitalise markets in the borough. The strategy aims to set out what we will do to: increase numbers of people using and trading on our markets; keep markets thriving and viable business environments; improve the management of markets and market areas.
Town Centre retail surveys (2014)	This survey explore the health of 5 town centres in the borough and in particular the impact of Betting and Payday Loan shops on the environment and offer in these town centres.
Sustainability	
Environment Agency summary for Southwark (2011)	This report provides a snapshot of the environment in Southwark. It outlines trends and changes in the environment, and highlights some of the work being carried out in the local areas to improve the environment, and people's experience of it. The report has been compiled as an extension of the London State of the Environment report to provide a local focus on the Boroughs and the health of their environment.
Southwark Energy and Carbon Reduction Strategy (2011)	The Energy and Carbon Reduction Strategy summarises the current situation with regard to carbon emissions in Southwark and sets out a series of recommendations as to how the council can reduce its own emissions
Transport	
Movement Strategy (2019)	The Movement Plan takes a people-centred approach, placing the people that live in, work in, and visit the borough at the starting point of our journey. This places fairness at the core of our work
Southwark Transport Plan (2011)	The new Transport Plan for Southwark replaces the Local Implementation Plan. The Transport Plan sets out how we will improve travel to, within and from the borough. It also sets out our long term goals and transport objectives for the borough (up to 20 years), a three year programme of investment, and the targets and outcomes we are seeking to achieve. The Southwark Transport Plan responds to the revised Mayor's Transport Strategy (MTS), the emerging Sub-Regional Transport Plans (SRTPs), Southwark's Sustainable Community Strategy and other relevant policies.
Southwark Cycling Strategy (2015)	A strategy setting out objectives to work together in partnership with our neighbouring boroughs, TFL, the police, businesses, organisations and agencies, schools and local community groups and residents to further develop the local cycling economy, invest in cycle friendly infrastructure, promote a cycling culture and ensuring new developments are future proofed for cycling.
Waste	
Southwark Waste Management Strategy: 2003 – 2021	This sets out Southwark council's programme for achieving the waste management targets set out in the GLA Waste Management Strategy.

Policy or Plan	Summary of objectives and targets
Infrastructure and Viability	
Southwark Community Infrastructure Levy 2017 (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. The money can be used to support development by funding infrastructure that the council, local community and neighbourhoods need.
Southwark Infrastructure Plan	The Infrastructure Plan identifies strategic infrastructure which is needed to support growth and development in the borough over the lifetime of Southwark's Core Strategy (2011-2026). It is a "living document" which will be updated regularly as further details about infrastructure requirement to support growth become clearer.
CIL Viability Further Sensitivity Testing, BNP Paribas, November 2013	This report includes further sensitivity testing to support the proposed Community Infrastructure Levy ('CIL') Revised Draft Charging Schedule.
CIL Viability Study (2014)	This report tests the ability of a range of developments throughout the London Borough of Southwark to yield contributions to infrastructure requirements through the Community Infrastructure Levy ('CIL'). Levels of CIL have been tested in combination with the Council's other planning requirements, including the provision of affordable housing.
Cemetery Strategy (2012)	This Cemetery Strategy seeks to address the chronic shortage of burial space in the borough. The Strategy focuses on practical options for burial within the current cemetery areas within Southwark but also takes account of potential options for burial outside of those areas.
Metropolitan Police Estate – Asset Management Plan (2007)	This document sets out the strategy for improving the Metropolitan Police Estate in Southwark over the next three years. The future estate will be based around the following five operational policing themes: <ul style="list-style-type: none"> • Safer Neighbourhoods bases • Custody Centres • Patrol Bases • Front Counters • Office accommodation
MPA Estate Strategy 2010/14	This Estate Strategy sets out our vision for the estate in supporting the delivery of an effective policing service to London in a way that increases public confidence and safety.

Neighbourhood

Policy or Plan	Summary of objectives and targets
University studies and reports	A number of Universities including London Metropolitan University Cass School of Architecture, University College London and London School of Economics are working on research and projects relating to the Old Kent Road. Some exhibitions of the work have taken place in Southwark. Studies can be updated here when they are ready to be published.
CASS Cities Audit Book (2015-16) and	Produced by architecture students from the Sir John Cass Faculty of Art, Architecture and Design, the document is an

Interviews	audit of the economic life of the Old Kent Road which researches and catalogues the existing environment and examined how a mixed use environment can be realised. http://www.casscities.co.uk/Cass-Cities-audit-book
Elephant and Walworth Neighbourhood Forum research documents	The Elephant and Walworth Neighbourhood Forum in cooperation with a range of partners including Latin Elephant, the Elephant Amenity Network and UCL students have been working on a range of research studies to inform the progression of a neighbourhood plan, and there are parallels with the wider area including Old Kent Road. The workshops, reports and research are published at http://ewnf.herokuapp.com



Old Kent Road Area Action Plan
Proposed Submission Version
October 2024

Integrated Impact Assessment Appendices

Appendix 3: Baseline Data – Facts and Figures

Old Kent Road Area Action Plan 2024 Integrated Impact Assessment: Document Locator	
No.	Title
Appendix 1	SEA Directive Requirement
Appendix 2	Relevant Plans, Programmes and Strategies
Appendix 3	Baseline Data – Facts and Figures
Appendix 4	Sustainability Appraisal Framework
Appendix 5	Assessment of the Strategy and Vision
Appendix 6	Assessment of the Strategic and Development Management Policies
Appendix 7	Assessment of the Sub Areas and Site Allocations
Appendix 8	Monitoring Indicators against Sustainability Objectives
Appendix 9	Baseline Indicators Table
Appendix 10	Options Testing
Appendix 11	Scoping Report Consultation Summary and link to OKR AAP Scoping Report
Appendix 12	Reasonable Alternatives Considered
Appendix 13	Mental Well-being Impact Assessment Screening
Appendix 14	OKR AAP References

Appendix 3 - Baseline Data - Facts and Figures

Introduction

The SEA Directive requires the collation of baseline information to provide a background to, and evidence base for, identifying sustainability problems and opportunities in the borough and providing the basis for predicting and monitoring effects of the Old Kent Road Area Action Plan (OKR AAP). To make judgements about how the emerging content of the OKR AAP will progress or hinder sustainable development, it is essential to understand the economic, environmental and social circumstances in the borough today and their likely evolution in the future. The aim is to collect only relevant and sufficient data on the present and future state of the borough to allow the potential effects of the OKR AAP to be adequately predicted.

The baseline data comprises two components across social, economic and environmental conditions of the Borough: Baseline Indicators and contextual characteristics. The Indicators are incorporated into the Sustainability Appraisal Framework to assess the sustainability effects of policies in the current stage and monitor the policy performance and implications after they are adopted and implemented. The contextual information provides a background overview of the Borough's characteristics but is not included in the Sustainability Appraisal Framework. The baseline data is also set out in the same way for data related to the Old Kent Road Opportunity Area (OKR OA) specifically.

The SA/SEA Guidance provided by Government proposes a practical approach to data collection, recognising that information may not yet be available and that information gaps for future improvements should be reported as well as the need to consider uncertainties in data. Collection of baseline information should be continuous as the IIA process guides plan making and as new information becomes available.

A summary of the collated baseline information is provided below.

The baseline data has been set out for the Old Kent Road OA below. The data below is selected to the geographical area level which is considered appropriate to the individual indicators. The following are the common geographical areas of the data:

- Old Kent Road Ward: The OKA OA covers the whole Old Kent Road ward and part of London Bridge and West Bermondsey, Chaucer, North Walworth, South Bermondsey, Faraday, Peckham and Nunhead & Queen's Road wards.
- East Central Southwark: The East Central Southwark covers the following wards: Old Kent Road (fully within the OKA OA), Peckham and Nunhead & Queen's road (both are partly within OKA OA) and Peckham Rye and Rye Lane wards (both are not within the OKA OA).

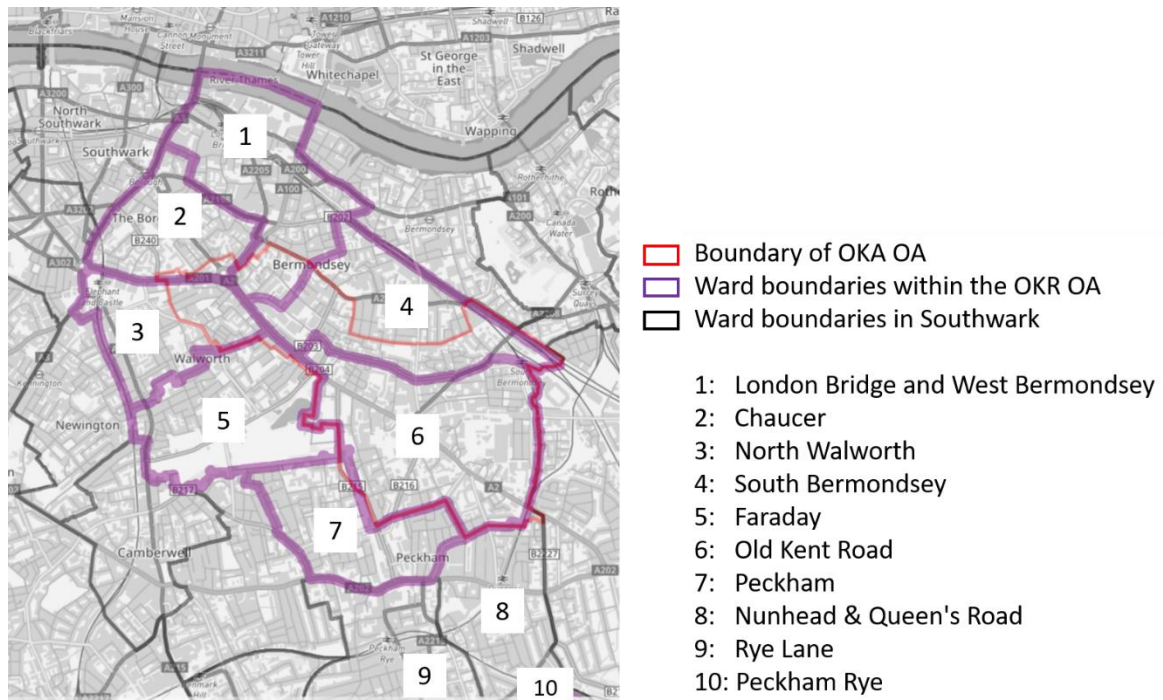


Figure 1: Map showing the ward boundaries intersecting the OKA OA

- Middle Layer Super Output Area (MSOA) : The six Middle layer Super Output Areas (MSOAs) falling within the OKR OA include the following:

MSOA Area	ONS Area Code and Name
London Bridge & Bermondsey West	E02000812 : Southwark 006
South Bermondsey Central	E02000816 : Southwark 010
Walworth North	E02000818 : Southwark 012
South Bermondsey West	E02000819 : Southwark 013
Burgess Park	E02000821 : Southwark 015
Peckham Park Road	E02000824 : Southwark 018

The baseline data for Southwark has also been set out as some data is not currently available for the geographical area level of the OKR OA.

The baseline data used is tabulated in Appendix 9.

Old Kent Road Opportunity Area

Population

Based on the Census 2021, there are 19,037 people in the Old Kent Road ward. 65% of the population are from black and ethnic minority communities. 22% are under 18, 7.9% are over 65.

There are more children and young people living in the Old Kent Road ward compared to the borough as a whole.

Old Kent Road ward live birth rate in 2011 was 338 and in 2021 was 173 which saw a -49% decline. Its general fertility rate in 2021 was 36.1 which is lower than that of East Central and Southwark¹

Approximately 17% of people living in London have a disability, equating to 42,000 people in Southwark. ²As the ward population equates to roughly 6.2%³, this may equate to around 2,604 people living in the Old Kent Road ward have a disability.

Estimates indicate that Southwark has the 4th largest gay or lesbian population in the England, . 4.53% of the borough aged 16+ identify as gay or lesbian.⁴ Given the ward population equates to roughly 2%, this may equate to approximately 1,523 people in the Old Kent Road ward.

The diversity of Old Kent road ward is substantially higher than England, London, and Southwark. Around 65% of residents in Old Kent Road ward are non-White.

Ethnic Group	East Central Southwark MWA	Old Kent Road Ward	London	England
White	43%	35%	54%	81%
Black, Black British, Caribbean or African	35%	38%	14%	4%
Asian or Asian British	8%	9%	21%	10%
Mixed or Multiple Ethnic Groups	8%	7%	6%	3%
Chinese/Other	7%	11%	6%	2%

Source: Census 2021; Southwark's Joint Strategic Needs Assessment 2023 ⁵

¹ End Child Poverty estimates, 2022, available at: https://endchildpoverty.org.uk/wp-content/uploads/2023/06/Child-Poverty-AHC-estimates-2015-2022_final.xlsx

² Southwark's Joint Strategic Needs Assessment - East Central Southwark", Southwark Council, 2023, available at: <https://www.southwark.gov.uk/assets/attach/250837/2023-multi-ward-area-profiles-east-central-feb24-.pdf>

³ Based on the 2021 Census, the population of Southwark is 307,637 and the population of Old Kent Road ward is 19,037.

⁴ Southwark's Joint Strategic Needs Assessment - East Central Southwark", Southwark Council, 2023, available at: <https://www.southwark.gov.uk/assets/attach/250837/2023-multi-ward-area-profiles-east-central-feb24-.pdf>

⁵ ONS Census data 2021, available at:

<https://www.ons.gov.uk/peoplepopulationandcommunity/birthsdeathsandmarriages/lifeexpectancies/bulletins/nationallifetablesunitedkingdom/2020to2022#:~:text=Life%20expectancy%20at%20birth%20in%202020%20to%202022%20was%20estimated,and%2082.8%20years%20for%20females>

"Southwark's Joint Strategic Needs Assessment", Southwark Council, 2023, available at:

<https://www.southwark.gov.uk/assets/attach/250837/2023-multi-ward-area-profiles-east-central-feb24-.pdf>

[figures have been rounded to the nearest whole number to standardise across the two data sources]

Deprivation

While 21% of residents in Southwark live in areas considered to be the most deprived nationally. The average Indices of Deprivation score across the six Middle layer Super Output Areas (MSOAs) falling within the OKR OA is 34.7⁶, which indicates higher levels of deprivation than Southwark as a whole. The majority of the Lower Layer Super Output Areas (LSOAs) within the OKR OA are in the top 30% most deprived in England. Within the Old Kent Road Ward, the ID score is 31.9⁷, which indicates higher levels of deprivation than Southwark as a whole. The majority of the LSOAs within the OKR OA are in the top 30% most deprived in England.⁸ The areas of greatest concern are income, barriers to housing and other services, crime levels and living environment.

The average child poverty rate across the two parliamentary consistencies in which the OKR OA is located is 35.6%. This is slightly lower than Southwark as a whole, which has a child poverty rate of 36.2%.⁹

The average unemployment level across the six MSOAs falling within the OKR OA is 6.82%. This is higher than Southwark as a whole, which has an average unemployment level of 5.6%.¹⁰

8.6% of the working age population in the East Central Southwark MWA are claiming out of work benefit. Within the Old Kent Road Ward, the rate is 9.7%. This is higher than Southwark as a whole, which has a benefits claimants rate of 6.9%.¹¹

Safety

In 2022, there were 132.3 crimes per 1,000 residents in Old Kent Road ward which is slightly higher than the crime rate in Southwark at 130.8 and substantially higher than the rate in London at 95.5.¹²

Childhood Health

69.9% of children in Old Kent Road ward achieved a good level of development at the end of Reception 2022/2023, which is broadly in line with levels in London (69.1%) and slightly above that of England.¹³

⁶ English Indices of Deprivation 2019 maps”, My Society, 2019, available at:

https://research.mysociety.org/sites/imd2019/media/data/imd2019_msoa_level_data.csv

⁷ “Southwark’s Joint Strategic Needs Assessment - East Central Southwark”, Southwark Council, 2023, available at: <https://www.southwark.gov.uk/assets/attach/250837/2023-multi-ward-area-profiles-east-central-feb24-.pdf>

⁸ Indices of Deprivation – London Datastore”, Mayor of London, 2019, available at:

http://dclgapps.communities.gov.uk/imd/iod_index.html

⁹ End Child Poverty estimates, 2022, available at: https://endchildpoverty.org.uk/wp-content/uploads/2023/06/Child-Poverty-AHC-estimates-2015-2022_final.xlsx

¹⁰ Economically active and unemployed, usual residents aged 16 years and over, 2021, local authorities in England and Wales”, ONS Census data, 2021, available at:

<https://www.ons.gov.uk/employmentandlabourmarket/peopleinwork/employmentandemployeetypes/bulletins/economicactivitystatusenglandandwales/census2021#economically-active-unemployed>

¹¹ Southwark’s Joint Strategic Needs Assessment - East Central Southwark”, Southwark Council, 2023, available at: <https://www.southwark.gov.uk/assets/attach/250837/2023-multi-ward-area-profiles-east-central-feb24-.pdf>

¹² Southwark’s Joint Strategic Needs Assessment - East Central Southwark”, Southwark Council, 2023, available at: <https://www.southwark.gov.uk/assets/attach/250837/2023-multi-ward-area-profiles-east-central-feb24-.pdf>

¹³ Academic year 2022/23 - Early years foundation stage profile results - Good level of development by region and local authority”, available at: <https://explore-education-statistics.service.gov.uk/find-statistics/early-years-foundation-stage-profile-results/2022-23>

In 2019/20, there were 99 emergency hospital admissions among children aged 0 to 4 years, per 1,000 population which is higher than the rate of Southwark (93) but lower than the rate of England (140.7) ¹⁴28.6% of children living in Old Ken Road ward are overweight or obese in Reception which is above Southwark (24.8%), London (21.8%) and England (22.6%). For year 6, 50% of children living in Old Kent Road ward are overweight, which is substantially above Southwark (41.2%), London (38.9%) and England (35.8%)¹⁵

Adult health

The standardised admission ratios (SAR) for all causes emergency admissions, coronary heart emergency admission, COPD emergency admissions and alcohol-related admissions in Old Kent Road ward are 105, 79, 166 and 130 respectively which are significantly higher than the borough average ¹⁶

Housing

There are 14,500 homes in the OA. 58% of housing in the Old Kent Road ward is managed by Southwark Council or a TMO. This is higher than Southwark as whole, where the rate is 40%.¹⁷

9,494 homes in OKR OA have been approved since 1st April 2018. As set out in the Southwark Affordable Housing Delivery document, as of May 2024, 708 homes have been completed, 1,825 homes under construction and 800 homes are about to start on site in the OKR OA. In total this comprises 3,333 homes of which 1,709 or 51.2% are affordable and 30% are social rented. When measured against need on our housing waiting list, we are making good progress in the provision of 1, 2 and 3 bed homes, but need to increase the supply of 4 bed and 4 bed plus homes¹⁸.

With regard to student homes, since 1st April 2018, as of July 2024, 4 sites within the OKR OA have been approved either for new developments with at least some Purpose Built Student Accommodation (PBSA) which amounts to 2,141 student beds in total. 524 student beds have been completed, 676 student beds are under construction, and 941 student beds are in the pipeline¹⁹.

With regard to co-living schemes, since 1st April 2018, as of July 2024, 2 sites within the OKR OA have received resolution to grant subject to S106 agreement for developments with at least some co-living units which amounts to 890 units²⁰.

¹⁴ Southwark's Joint Strategic Needs Assessment - East Central Southwark", Southwark Council, 2023, available at: <https://www.southwark.gov.uk/assets/attach/250837/2023-multi-ward-area-profiles-east-central-feb24-.pdf>

¹⁵ Southwark's Joint Strategic Needs Assessment - East Central Southwark", Southwark Council, 2023, available at: <https://www.southwark.gov.uk/assets/attach/250837/2023-multi-ward-area-profiles-east-central-feb24-.pdf>

¹⁶ Southwark's Joint Strategic Needs Assessment - East Central Southwark", Southwark Council, 2023, available at: <https://www.southwark.gov.uk/assets/attach/250837/2023-multi-ward-area-profiles-east-central-feb24-.pdf>

¹⁷ Southwark's Joint Strategic Needs Assessment - East Central Southwark", Southwark Council, 2023, available at: <https://www.southwark.gov.uk/assets/attach/250837/2023-multi-ward-area-profiles-east-central-feb24-.pdf>

¹⁸ Southwark Affordable Housing Delivery document, Southwark Council, 2023: available at: <https://oldkentroad.org.uk/wp-content/uploads/AffordableHousing180523.pdf>

¹⁹ Housing Phasing Chart, Southwark Council, 2024, available at: <https://oldkentroad.org.uk/documents/>

²⁰ Housing Phasing Chart, Southwark Council, 2024, available at: <https://oldkentroad.org.uk/documents/>

Economy and Employment

OKR OA is home to 9 industrial estates/areas, 3 retail parks and 2 high street locations²¹. It is also home to 716 businesses and 10,035 jobs over 592,568 sqm of employment floorspace and 168,636 sqm of operational yard space²². The Old Kent Road Business Survey published in 2019 indicates there was very little recorded vacancy of small industrial units or office spaces in most of the OKR OA. The Survey also identifies that the OKR OA has seen growth in creative industries, sectors including food-related activities such as breweries and food manufacturing, and increasing demand for smaller and hybrid workspaces²³.

Despite changes in the number and composition of enterprises in the OKR OA, there remains a high proportion of small businesses in the area. The ONS data shows there was a reduction of the enterprises within the 6 MSOAs falling within the OKR OA from 2,175 units in 2019 to 2,050 in 2023. Whilst the number of micro enterprises (0-9 employees) decreased from 1,920 in 2019 to 1,810 in 2023, it still roughly represents 88% of the total enterprises within the OKR OA. On the other hand, the number of small enterprises (10 to 49 employees) has slightly increased from 195 units in 2019 to 200 units in 2023 which represents 9.8% of the total enterprises in 2023. The number of medium-sized enterprises (50 – 249 employees) decreased slightly from 40 in 2019 to 35 in 2023, which represents 1.7% of the total enterprises in 2023. The number of large enterprises (250+ employees) increased from 10 units in 2019 to 15 units in 2023, which represents 0.7% of the total enterprises in 2023.²⁴

Based on the VOA statistics, the number of rateable properties in the industrial sector in the 6 MSOAs falling within the OKR OA decreased from 480 in 2019 to 410 in 2023. This is contrary to the general trend of an increase in Inner London, London and England during the same period, where growth of 0.2%, 0.7% and 6.6% respectively were observed. Similarly the number of rateable properties in the office sector in the 6 MSOAs falling within the OKR OA decreased from 570 in 2019 to 600 in 2023. This is also contrary to the general trend of an increase in London, London and England during the same period where growth of 2.4%, 0.8% and 2.6% were observed respectively²⁵. These statistics together with the low vacancy identified in the Old Kent Road Business Survey indicate that policy interventions to reverse the decline in properties in the industrial and officers sectors in the OKR OA are needed.

The UK is fast becoming one of the leading hubs for life sciences on the global stage, with the industry generating over £80 billion in turnover. The Old Kent Road area benefits from being located in close proximity to the established medical and life sciences clusters at Guys and St Thomas's at London Bridge, the King's College and Maudsley hospitals in Camberwell/Herne Hill, and the emerging cluster in Canada Water. In addition, the Council plans to build its own affordable workspace hub in the OKR OA that could benefit life science start ups. As of 2023, there were 55 enterprises and 60 local units²⁶ in life science sectors in the 6 MSOAs falling with the OKA OA. Whilst the number of local units in life science sector in the OKR OA still represents a small proportion of the overall 16,440 local units in London, the number of local units within the OKR OA increased by 20% from 50 local units in 2019. This increase is higher than the 12% increase in London during the same period.²⁷ This indicates the potential growth in the life science sectors in OKR OA.

Retail and Leisure

²¹ "Old Kent Road Business Survey Update Findings Report", We Made That, 2019, available at:

<https://www.southwark.gov.uk/assets/attach/11363/SP421-Old-Kent-Road-Business-Survey-Update-2019-.pdf>

²² "Old Kent Road Business Survey Update Findings Report", We Made That, 2019, available at:

<https://www.southwark.gov.uk/assets/attach/11363/SP421-Old-Kent-Road-Business-Survey-Update-2019-.pdf>

²³ "Old Kent Road Business Survey Update Findings Report", We Made That, 2019, available at:

<https://www.southwark.gov.uk/assets/attach/11363/SP421-Old-Kent-Road-Business-Survey-Update-2019-.pdf>

The Old Kent Road has a total of 41,198 sqm of retail floor space, and 18,700 sqm of community and leisure floor space.

In 2018, there were approximately 20 hot food takeaways within 400m of secondary schools in the OKR OA. 9% of commercial units on the Old Kent Road, East Street and Dunton Road Secondary Shopping Frontage are in use as hot food takeaways. 9% of commercial units on the Old Kent Road and Peckham Park Road Secondary Shopping Frontage are in use as hot food takeaways. 27% of commercial units on the Ilderton Road Secondary Shopping Frontage are in use as hot food takeaways²⁸.

In 2022, 10.13% of all units in Old Kent Road North Town Centre is vacant, and 13.33% of all units in Old Kent Road South Town Centre is vacant²⁹.

Schools and Communities

As of 2024, there are 8 primary schools³⁰, 2 secondary schools, 2 special schools and 46 places of worship³¹ within the OKA OA.

²⁴ "UK Business Counts – Enterprises by industry", ONS, 2023, available at:

https://www.nomisweb.co.uk/home/release_group.asp?g=20

²⁵ NDR Stock of Properties Tables by region, county, local authority district and middle and lower super output area, Valuation Office Agency, available at: <https://www.gov.uk/government/statistics/non-domestic-rating-stock-of-properties-2024>

²⁶ In ONS data, a group of legal units under common ownership is called an Enterprise Group – an enterprise is the smallest combination of legal units (generally based on VAT and/or PAYE records), which has a certain degree of autonomy within an Enterprise Group; an individual site (for example, a factory or shop) in an enterprise is called a local unit.

²⁷ UK Business Counts - local units by industry", ONS, 2023, available at:

https://www.nomisweb.co.uk/home/release_group.asp?g=20

To adequately reflect the size and shape of the UK life science sector as a whole as many sub-sectors cannot be separately identified, we have extended the definition of life science to include the following industries in the Standard Industry Classification (SIC) codes (SIC 2007):

Industry	SIC code
Manufacture of basic pharmaceutical products	21
Manufacture of irradiation, electromedical and electrotherapeutic equipment	266
Manufacture of medical and dental instruments and supplies	325
Hospital activities	861
Medical and dental practice activities	862
Other human health activities	869
Wholesale of pharmaceutical goods	4646
Wholesale of chemical products	4675
Dispensing chemist in specialised stores	4773
Research and experimental development on biotechnology	7211
Research and experimental development on natural sciences and engineering	7219

²⁸ Retail and Town Centre Uses December 2019", Southwark Council, 2019, available at:

<https://www.southwark.gov.uk/assets/attach/11658/sp403-retail-background-paper.pdf>

²⁹ Protected Shopping Frontages Survey 2023, Summary Report, Southwark

³⁰ The school data in Southwark Maps was last updated in 2022. Since 2022, Townsend Primary School was closed and Cobourg Primary School was amalgamated with Camelot Primary School. So the number of primary schools within the OKR OA was reduced by 2 from the total in 2022.

³¹ Places of worship registered for marriage, HM Passport Office, 2024, available at <https://www.gov.uk/government/publications/places-of-worship-registered-for-marriage>

Transport

The Old Kent Road corridor is a major radial route linking central London with areas to the south east that forms part of the A2 corridor. It is designated as a 'red route', being part of the Transport for London Road Network (TLRN). It is an important transport corridor, catering for movement by a wide range of modes. As of 2016, the average AM peak hour corridor mode split (people/passengers) are as follows: Car/Van/Taxi (36%), Heavy Good Vehicles (2%), Bus/Coach (38%), Motorcycles (5%), Pedal Cycles (6%), and Pedestrians (13%).³²

The PTAL ratings for the area differ significantly, with highest rating of 5-6 good accessibility around the north of the OA (in the vicinity of Bricklayers Arms) and near bus stops. In the southern part of the OA and the areas sited further away from the Old Kent Road, the PTAL ratings are as low as 1-2.

Based on Census 2021, public transport (33%) was the most common mode of travel to work for the usual residents aged 16 years and over in employment living in the 6 MSOAs falling within the OKR OA. This was significantly higher than those in London (24.1%) and England (8.2%). The second highest mode was private vehicles and taxi (11.7%) which was substantially lower than those in London (23.3%) and England (49.6%). 9.3% and 5.7% of residents in the OKR OA reported they walked and cycled to work.³³

³² Old Kent Road Surface Transport Study, Steer Davies Gleave; Allies and Morrison, 2016, available at: <https://www.southwark.gov.uk/assets/attach/12815/EIP57A-Old-Kent-Road-Surface-Transport-Study-2016-Part-1.pdf>

³³ "TS061 - Method used to travel to work", Office for National Statistics, 2023, available at: <https://www.nomisweb.co.uk/query/construct/submit.asp?forward=yes&menuopt=201&subcomp=>

There are seven Controlled Parking Zones (CPZs) that overlap with the OKR OA. There is also one CPZ in development within the OKR OA (this is the “Old Kent Road CPZ”).³⁴

Energy and Climate Change

No data available at the Opportunity Area Level. Policy toward DHN under ‘Old Kent Road Area Action Plan AAP3: Climate Emergency’ aims to reduce Council’s Carbon Footprint of 432 ktCO₂e, 16% of which is derived from heating buildings.

Air Quality

As of 2022, there were 2 Automatic Monitoring sites on the Old Kent Road and 8 NO₂ diffuse tubes in the OKR OA.

The Old Kent Road corridor has experienced continuous improvement in Nitrogen Dioxide concentration which has fallen below the national objective since 2016.³⁵ The mean of the 8 NO₂ diffuse tube locations within the OKR OA recorded a significant drop of NO₂ concentration from 65.16 µg/m³ in 2016 to 34.29 µg/m³ in 2022.

In 2022, the 2 Automatic Monitoring sites on the Old Kent Road recorded an average annual mean PM¹⁰ of 19.5 µg/m³. This shows a reduction of an annual mean of 24 µg/m³ in 2016.

Waste Management

The OKR OA contains a significant integrated waste management facility, processing 88,350 tonnes of waste per annum and improving levels of waste re-use and recycling.

Biodiversity

There are no Local Nature Reserves or new protected sites within the OKR OA. There are 8 designated Sites of Importance for Nature Conservation (SINCs) within the OKA OA.

³⁴ “Parking Annual Monitoring Report 2018/19”, Southwark Council, available at: <https://www.southwark.gov.uk/assets/attach/11828/Annual-Report-on-Parking-and-funding-2018-19-.pdf>

Parking zones, Southwark Council, available at: <https://www.southwark.gov.uk/parking/find-somewhere-to-park/parking-zones>

³⁵ Air Quality Annual Status Report for 2022”, Southwark Council, 2023, available at: <https://www.southwark.gov.uk/environment/air-quality/air-quality-monitoring-data>

Open Space

There are 14 designated Open Space within the OKR OA including 2 x Metropolitan Open Space (MOL), 7 x Borough Open Space (BOL) and 5 x Other Open Space (OOS)³⁶.

As of 2021, the OKR OA has 13.62ha of park space when the portion of Burgess Park that falls within the Opportunity Area is included. Burgess Park comprises around 47ha, if the Park is split into thirds to cover different parts of the borough and a third of it is captured within the Old Kent Road Opportunity Area the provision of open space within the Opportunity Area increases to 24ha. The population of the OKR OA in 2018 was approximately 35,686, as determined through considering the population within each of the wards within or partly within the Opportunity Area. This equates to 0.68ha of park space per 1,000 population which falls short of the standard of 0.72ha of park space per 1,000 of the population.

The OA contains areas of natural deficiency, priority areas for biodiversity enhancement. The area also has the potential to be a key wildlife corridor.

There are currently 6 parks in the OKR OA with play facilities. Burgess Park also accommodates play facilities and is located just outside the OKR OA

As of 2024, based on the data from Southwark Maps, there is accessibility to an existing park within 400m everywhere in the OKR OA, this comprises Metropolitan Open Land, Borough Open Land and Other Open Space.

Flood Risk, Water Resources and Quality

Based on the data in the Southwark Maps, as of 2024, 87.92% of the land in the OKR OA is within Flood Zone 3 and 90% is within Flood Zone 2.

In 2018, the total water consumption was 111.33 litres per person per day (Old Kent Road).

Limited data in relation to flood risk, water resources and quality at the OKR OA level is currently available. Majority of the data is at the Southwark level.

Heritage

The OKR OA is one of Southwark's distinct, vibrant and connected places that comprises an array of unique architecture and public realm. The road itself, which has a long history, maintains a high street character in places. Old Kent Road and its surrounding neighbourhoods has rich industrial and residential history contributing to the 8 conservation areas.

The other areas within the OA is mainly characterised by large industrial and commercial units, retail parks and car parking, – all typical of coarse grain post war redevelopment. Finer urban grain survives as ribbon development along much of the southern part of the Old Kent Road.

The archaeology of the Old Kent Road area is covered by a borough designated Archaeological Priority Area (APA) APA1 Northern Southwark and Roman Roads. The APA

³⁶ "Old Kent Road - Background Paper - Open Spaces", Southwark Council, 2021, available at: <https://www.southwark.gov.uk/assets/attach/32962/EIP148-Old-Kent-Road-Open-Space-Background-Paper-Jan-2021.pdf>

Southwark Plan 2022, Southwark Council, available at: <https://www.southwark.gov.uk/assets/attach/94325/Southwark-Plan-2022.pdf> [p.576 specifically]

has the potential to contain features associated with the former route of 'Watling Street', the major Roman road between London and Canterbury. The London to Lewes Road follows the route of a secondary Roman road running south towards Lewes.

Significant archaeological remains predominately of prehistoric and Roman date have been discovered along the Old Kent Road from a number of sites. Prehistoric sites south of the Old Kent Road take the form of settlement and tool making sites, those north of the Old Kent Road, within the lake formerly occupying this area take the form of timber causeways or platforms to travel across wetlands or exploit lake resources. Roman remains are the surviving fabric of Watling Street, where it diverts south of the course of the modern alignment in the area of the Cantium Retail Park. Other remains consist of roadside shrine, or mausolea, and associated roman burials. In the area of Asylum Road possibly associated with the London to Lewes Road is evidence for Roman settlement. North of the Old Kent Road deposits containing environmental evidence of the changing, developing landscape since the end of the last Ice Age are preserved in geological deposits and remains that relate to the lost rivers which previously crisscrossed the area.

Conclusion

In general, there is reasonably sufficient level of data for the OKR OA from various data sources covering various geographical areas such as wards and MSOAs. It is noted that relatively limited existing environmental data about climate change, waste management, and noise and water quality is available. In any case, it is expected that the OKR OA's existing circumstances in these environmental aspects would not be significantly different from those in Southwark. It is therefore considered reasonable to use the data at Southwark level as the Baseline Indicators and monitor these Southwark Baseline Indicators for these environmental aspects. The Baseline Indicators have been selected for monitoring as indicated and summarised.

Southwark

SOCIAL CONDITIONS

Population

Baseline indicators

No indicators from this section are included in the Sustainability Appraisal Framework.

Contextual characteristics

The following contextual information characterise the Southwark's population and is not included in the appraisal framework. This data is taken from the Joint Strategic Needs Assessment (JSNA) produced by the Health and Well-being Board at the council and published as part of our Annual Public Health Report

Contextual characteristics	
	Population change
	Age groups
	Diversity
	Density
	Faith

Population

Before January 2015, the largest London's population has ever been was in 1939 when it was around 8.6 million people. However, on the 6th of January 2015, for the first time London's population grew beyond its previous record. In 2021 the population in London grew to 8.8 million.³⁸ London is growing at a significant pace, and Southwark is part of this growth.

At the time of the 2011 census, Southwark's total population was 288,283. The total population at the time of the 2001 census was 244,866. This was an increase of 43,417 (18% increase).

At the time of the 2021 census, Southwark's total population was 307,637. This is an increase of 19,354 (6.7%). The GLA 2021 based housing-led population projections estimate Southwark's population will grow to 363,182 in 2036³⁹ which is an increase of 55,545.

³⁸ Population and household estimates, England and Wales: Census 2021, ONS, 2022, available at: <https://www.ons.gov.uk/peoplepopulationandcommunity/populationandmigration/populationestimates/datasets/populationandhouseholdestimatesenglandandwalescensus2021>

³⁹ Housing-led population projections, GLA, 2023, available at: <https://data.london.gov.uk/dataset/housing-led-population-projections>

Age groups

The proportion of residents in each age group is as follows:

Proportion of population by broad age band

	0–15 years	16–64 years	65+ years
	%	%	%
Southwark	16.8	74.9	8.4
London	19.2	68.8	11.9
England	18.5	63	18.3

Source: Office for National Statistics - Census
2021 ⁴⁰

In 2021, the proportion of the population aged between 16-64 years in Southwark is 74.9 making it the largest age group in Southwark at 234,252 people. This is 6.1 percentage points (pp) higher than the London region as a whole, and 11.9 pp higher than the England. Southwark has a smaller proportion of people in the 0-15 (at 48,500 people) and 65+ (at 25,800 people) age groups than the London region and the UK as a whole.

Between 2011 to 2021, the proportion of 0-15 age group decreased from 18.4% to 16.3%. The proportion of 16-64 age group increased from 73.7% to 75.1% and the proportion of people in the 65+ age group increased from 7.8% to 8.6%. The average (median) age of a Southwark resident from 32 to 33 years of age between the last two censuses ⁴¹

The GLA 2021 based housing-led population projections estimate that the population aged 65+ will further grow to 13.7% in 2036 while the proportion of 0-15 age group will continue to decrease to 13.2%.

Diversity

Based on Census 2021, 51% of Southwark's residents reported their ethnicity to be White. This proportion is slightly lower than London and substantially below that for England.⁴² The largest broad ethnic group is Black/African/Caribbean/Black British at 25.0% compared to London (14%) and England (4%). The next largest ethnic group in Southwark is Asian/Asian British, at 10% of the total population of Southwark which is notably smaller than London as a whole (21% of the population). The proportion of "Mixed or Multiple ethnic groups" is 7% which is slightly higher than those across London (6%) and England (3%). The proportion of residents reporting their ethnicity of 'Other' is 6% which is similar to London (6%) but higher than England (2%).

⁴⁰Population and household estimates, England and Wales: Census 2021, ONS, 2022, available at: <https://www.ons.gov.uk/peoplepopulationandcommunity/populationandmigration/populationestimates/datasets/populationandhouseholdestimatesenglandandwalescensus2021>

⁴¹ Age group of usual residents: Southwark - London - England (2011 to 2021), ONS, 2023, available at: <https://www.ons.gov.uk/visualisations/censusareachanges/E09000028>

⁴² "Census 2021 Results: Ethnicity, National Identity, Language and Religion", Southwark Council, 2023, available at: <https://www.southwark.gov.uk/assets/attach/169632/Census-2021-Profile-Ethnicity-Identity-Language-and-Religion-1-.pdf>

Percentage of population by broad ethnic group
2021

	White %	Mixed/ multiple ethnic groups %	Asian/ Asian British %	Black/ African/ Caribbean/ Black British %	Other ethnic group %
Southwark	51.4	7.2	9.9	25.1	6.3
London	53.8	5.7	20.7	13.5	6.3
England	81.7	2.9	9.3	4	2.1

Source: 2021 Office for National Statistics - Census
2021⁸

At the time of the Census 2021, 40% of Southwark's residents were born outside the UK and Ireland. This is comparable to London as a whole. . The largest migrant population outside UK and Ireland in Southwark is Nigerian, representing 4% of the population⁴³

At the time of Census 2021, 21% of Southwark residents reported their main language to be non- English. This is comparable to London-wide figure of 24%.

Density

Southwark has an geographical area of 29 km². Based on Census 2021, Southwark has an average of 10,655 people per sq. km. This is roughly in line with the inner London average of just below 10,664 people per km²⁴⁴. This is a slight increase on the 2011 figure of 9,990 people per km²⁴⁵. Southwark's population density is almost double that of the London average (5,598 people per km²) and nearly 25 times that of England (434 people per km²) as a whole.

Faith

The majority of residents in Southwark who stated their religion in the 2021 Census were of Christian faith (43%) with the second highest category being 'No religion' (36.4%) . By comparison 41% were of Christian faith in London and 46% in England and 27% and 37 of residents in London and in England expressing no religion respectively⁴⁶

⁴³ "Census 2021 Results: Demography and Migration", Southwark Council, 2022, available at: <https://www.southwark.gov.uk/assets/attach/169610/Census-2021-Profile-Demography-and-Migration.pdf>

⁴⁴ Population and household estimates, England and Wales: Census 2021", ONS, 2022, available at: <https://www.ons.gov.uk/peoplepopulationandcommunity/populationandmigration/populationestimates/datasets/populationandhouseholdestimatesenglandandwalescensus2021>

⁴⁵ Table P04UK 2011 Census: Population density, local authorities in the United Kingdom, ONS, 2013, available at:

https://www.ons.gov.uk/file?uri=/peoplepopulationandcommunity/populationandmigration/populationestimates/datasets/2011censuspopulationestimatesbyfiveyearagebandsandhouseholdestimatesforlocalauthoritiesintheunitedkingdom/r12ukrttablep04ukv2_tcm77-304141.xls

⁴⁶ “Census 2021 Results: Ethnicity, National Identity, Language and Religion”, Southwark Council, 2023, available at: <https://www.southwark.gov.uk/assets/attach/169632/Census-2021-Profile-Ethnicity-Identity-Language-and-Religion-1-.pdf>

Equality

Baseline Indicators

The following indicators were used to characterise equality in the borough and included in the Sustainability Appraisal Framework.

Baseline indicators	
	Indices of deprivation ⁴⁷
	Percentage of children living in deprived households ⁴⁸
	Percentage of older people living in deprived households ⁴⁹

Contextual characteristics

There are no further contextual characteristics in this section.

Description

The English Indices of Deprivation 2019 measure relative levels of deprivation across England on a range of economic social and housing issues. The level of deprivation is ranked among 32,844 small areas or neighbourhoods, named Lower-layer Super Output Areas (LSOA), with an average population of 1,500.

There are seven domains of deprivation which combine to create the Index of Multiple Deprivation (IMD 2019), including:

- Income (including numbers of adults and children on a range of benefits)
- Employment (including numbers on a range of out of work benefits)
- Education (including a range of school attainment figures for children and young people and those for adults with few/no qualifications)
- Health (including figures on standardised measures of morbidity, disability and premature death)
- Crime (including figures for recorded crime in four key areas: violence, burglary, theft and criminal damage)
- barriers to housing and services (including the accessibility of housing and proximity of key local services)
- living environment (includes separate scores for the quality of indoor living environment and outside living environment)

Southwark's rankings as compared with London and the country in the above seven domains are set out in the following table, with detail to be described under related themes in the subsequent sections.

⁴⁷ English Indices of Deprivation 2019

⁴⁸ ibid

⁴⁹ ibid

	Ranking among 14 local authorities in Inner London	Ranking among 33 local authorities in Greater London	Ranking among 317 local authorities in England
Income rank	7	11	40
Employment rank	6	9	106
Education, skills and training rank	7	20	262
Healthy and Disability rank	5	5	107
Crime rank	7	9	37
Living environment rank	5	5	12
Barriers to housing and services	7	15	16

Overall, Southwark was ranked as 43st most deprived borough out of the 317 local authorities in England.⁵⁰ This is a gradual improvement from previous rankings of 41st in 2010 and 26th in 2007. Within London, Southwark was the 8th most deprived among all 14 inner boroughs and the 9th out of 33 local authorities.

Southwark has seen a slightly higher concentration of deprivation within the borough over the past nine years, with five (out of 166 LSOAs in Southwark) among the 10% most deprived in the country in 2019 as compared to four in 2010. Two of them were located in Faraday, others in Nunhead and Queen's Road, South Bermondsey and North Walworth.

Of all domains, living environment gave Southwark the highest national ranking of relative deprivation, with 12th among 317 local authorities across the country, followed by barriers to housing and services which made Southwark the 16th highest in the country. The borough had the lowest rank in education, skills and training nationally (262nd out of 317).

Besides the overall scoring for the borough, deprivation rankings were available at the LSOA level to provide a nuanced view of relative deprivation in smaller areas. Below are the number of smaller areas (LSOA) in Southwark that fall into the 20% and 10% most deprived areas across the country:

Domain of Deprivation	Number of LSOAs being the among 10% most deprived across the country	Number of LSOAs being the among 20% most deprived across the country
Income	56	13
Employment	25	1
Education, skills and training	-	-
Health	15	2
Barriers to housing and services	125	31
Crime	60	25
Living environment	86	31

Housing is the most challenging domain for Southwark to address deprivation. Ranked 7th in inner London and 15th in London overall, Southwark has the median level of relative deprivation in accessibility to housing and services. However, $\frac{3}{4}$ of its LSOAs (125 out of 166) fell into 20% most deprived across the country, with almost $\frac{1}{5}$ LSOAs (31 out of 166) were 10% most deprived nationally).

In education, skills and training domain, Southwark had a relatively low ranking (within 80% - 100% deciles) across the country, with 125 out of 166 LOSAs among the 20% least deprived.

The Income Deprivation Affecting Children Index 2019 (IDACI) and The Income Deprivation Affecting Older People Index 2019 (IDAOPI)

There are two supplementary indices of deprivation which are not part of the Index of multiple deprivations, measuring the proportion of children and older people experiencing income deprivation. The definition of low income used includes both those people that are out-of-work, and those that are in work but who have low earnings (and who satisfy the respective means tests).

In terms of children aged 0 to 15 living income deprived families, Southwark had half of the LSOAs (81 out of 166) falling into the 20% most deprived across the country. The five most deprived areas were in South Bermondsey, Faraday (having two most deprived LSOAs), Peckham and Newington.

For older people aged 60 or over experiencing income deprivation, Southwark had 113 out of 166 LSOAs which were among the 20% most deprived in England. The five most deprived areas were located in London Bridge and West Bermondsey, Camberwell Green, Nunhead and Queen's Road, Peckham and Chaucer.

Issues

- Although the borough has seen improvement in relative deprivation since 2010, it remains one of the most relatively deprived areas in London and England for a number of deprivations
- There are high proportions of children and aged people living in income deprived families in Southwark

Data gaps and updates

- None identified

⁵⁰ "English indices of deprivation 2019 – Local Authority District Summaries", 2019, available at: https://assets.publishing.service.gov.uk/media/5d8b3cfbe5274a08be69aa91/File_10_-_IoD2019_Local_Authority_District_Summaries_lower-tier_.xlsx

Housing

Baseline Indicators The following indicators were used to characterise housing in the borough and included in the Sustainability Appraisal Framework.

Baseline Indicators	
	Provision of new homes against the demand set out in Southwark Strategic Housing Market Assessment (SHMA) 2019
	Provision and percentage of new affordable homes against the demand set out in Southwark SHMA 2019
	Provision of new family-sized social housing against the demand set out in Southwark SHMA 2019

Contextual characteristics

The following information provides contextual characteristics of the borough and is not included in the Sustainability Appraisal Framework.

Contextual characteristics	
1) Housing affordability	Average house price
	Average rental price and index
	Ratio of median house price to median earnings
	Number of households on housing register
2) Housing stock and tenure	Number and percentage of council housing
	Number and percentage of homes provided by housing associations
	Number and percentage of private dwellings
	Breakdown between occupier-owned and private rented in private dwellings
	Housing typology ⁵⁹
3) New build homes (Use Class C3)	Housing targets in different versions of Draft New London Plan ⁶⁰
	Planning permissions and completions for new homes 2004 – 2019 ⁶¹
	Affordable homes approved and delivered ⁶²
	Small development approved and delivered ⁶³
	Student accommodation approved and delivered ⁶⁴
4) Housing needs	General housing and affordable housing needs ⁶⁵
	Bedroom requirement by tenure ⁶⁶
	Housing needs of older households and those with disabilities and wheelchair requirements ⁶⁷
	Housing need of students ⁶⁸

⁵⁹ Southwark Key Housing Data 2015/2016

⁶⁰ Draft New London Plan, Greater London Authority

⁶¹ London Development Database, Greater London Authority

⁶² *ibid*

⁶³ London Development Database, Greater London Authority

⁶⁴ *ibid*

⁶⁵ Southwark Strategic Housing Market Assessment 2019

⁶⁶ *ibid*

⁶⁷ *ibid*

⁶⁸ *ibid*

Description

1) Housing affordability

- Average house price

In May 2024 , the average house price in Southwark was £470,000 . This compares favourably with the inner London average of £661,535 , however Southwark's average house price is more expensive than the London average of £523,376 . Across England as a whole, the average house price was £302,393 . This makes the cost of buying a house in Southwark around 1.5 times more expensive than in the rest of the ⁶⁹England

- Average rental price and index

The rental price index increased from 92.1 in October 2018 to 106.9 in Oct 2023, an increase of 16%. The average rental price increased from £1,819 to £2,114 in the same period. ⁷⁰

- Ratio of median house price to median earnings

In 2023 , the median household weekly income in Southwark was £799, higher than £796 in London and £683 in England . Despite higher weekly income, in 2022 Southwark residents have to spend around 13.38 times annual earnings on purchasing a home, which means to be relatively affordable than the inner London average of 14.6times but higher than the London-wide and England ratios of 12.66 and 8.14 respectively.⁷¹

- Number of households on housing register

In March 2020, there were 12,914 households on Southwark's housing register.⁷² This is significantly higher than the approximate 1,800 local authority lettings and 550 council nominations to housing association properties that become available each year.

2) Southwark's housing stock and tenure

- Percentage of Southwark council's housing

In 2019 , Southwark Council is the largest landlord in London and the 4th largest in the country, following Birmingham, Leeds and Sheffield. It is responsible for 37,885 dwellings within its boundaries, equating to around 30% of the total homes in the borough.⁷³ This is a significantly higher proportion than Greater London as a whole, where 17.1% of the total housing stock is owned and managed by local authorities⁷⁴.

- Number and percentage of homes provided by housing associations

In 2019, the number of total housing association housing was 20,223 units (Southwark key housing data 2019/2020). This represents an increase of 3305 units from 2015 (16,918 units)⁷⁵. The largest proportion of the stock is one-bed at 35%, followed by two-bed 32% and three-bed 21%.⁷⁶

- Number and percentage of households in private dwellings

⁶⁹ UK House Price Index, Land Registry, May 2024, available at:

<https://landregistry.data.gov.uk/app/ukhpi/browse?from=2023-07-01&location=http%3A%2F%2Flandregistry.data.gov.uk%2Fid%2Fregion%2FUnited-kingdom&to=2024-07-01&lang=en>

⁷⁰ Redevelopment of private rental prices statistics, UK: impact analysis data, ONS, 2024, available at:

<https://www.ons.gov.uk/peoplepopulationandcommunity/housing/datasets/redevelopmentofprivaterentalpricesstatisticsukimpactanalysisdata>

⁷¹ Ratio to residence-based earnings ratio , ONS, 2023, available at:

<https://www.ons.gov.uk/peoplepopulationandcommunity/housing/datasets/ratioofhousepricetoresidencebasedearningslowerquartileandmedian>

⁷² Southwark Housing Strategy 2020 to 2043

⁷³ Southwark Housing Key Stats 2020, Southwark Council, 2020, available at :

<https://www.southwark.gov.uk/assets/attach/42459/Southwark-Key-Housing-Stats-2020.pdf>

⁷⁴ Southwark Housing Key Stats 2020, Southwark Council, 2020, available at :

<https://www.southwark.gov.uk/assets/attach/42459/Southwark-Key-Housing-Stats-2020.pdf>

⁷⁵ Southwark Key Housing Data 2015/2016, Southwark Council, 2016, available at:

https://www.southwark.gov.uk/assets/attach/2683/Southwark_Housing_Key_Stats_October_v2_2015.pdf

⁷⁶ Southwark Housing Key Stats 2020, Southwark Council, 2020, available at :

<https://www.southwark.gov.uk/assets/attach/42459/Southwark-Key-Housing-Stats-2020.pdf>

Based on Census 2021, the majority of tenure in Southwark is private dwellings, including owner-occupied, private rented housing and Shared Ownership, with 78,829 households making up 60.3 % of the total households in the borough.. With Southwark being one of the largest landlords in the country, the borough's percentage of private dwellings is still significantly less than 75% in London as a whole and 82% in England⁷⁷

- **Breakdown between owner-occupied and private rented in private dwellings**

Out of all tenures in 2021 , 31.3% of households are owner-occupied including Shared ownership, while 29% are rented to private tenants. Compared with 46.8% owner occupied and 30.1% private rented for London as a whole, the borough has a relatively lower share of home ownership⁷⁸.

- **Housing typology**

Based on Southwark Private Sector House Condition Survey 2008, flats are the main private housing type in Southwark, comprising 48% of the total private homes. It was higher than the 37.1% London-wide figure. Of houses, most are terraced and there was only a small proportion of detached/semi-detached housing. Having a long history of development, Southwark has 43% of the private dwellings constructed before 1919, and 43% after 1964.

3) New build homes (Use Class C3) in Southwark

- **Southwark housing targets in various versions of New London Plan**

The adopted London Plan (2021) set a target of 440,035 new homes for Southwark between 2019 and 2036, averaging 2,355 net new homes every year. This includes new-build, conventional, self-contained homes, non-conventional and non-self contained homes (such as hostels, HMOs, care homes and student housing) and long term vacant properties brought back into use

As a component of the overall housing target for Southwark, an annual target of 601 homes are set for small sites , totalling 10,217 net new homes between 2019 and 2036.

- **Planning permissions and completions for new homes (2004 – 2024)**

Southwark Council is a top performing borough for providing social rented housing and other housing tenures. Between 2004 and July 2024, Southwark has approved more net new homes than required by the targets set out in different versions of London Plan, totalling 46,447 units in both conventional and non-conventional developments, with an annual average of 4,648 homes⁷⁹.

Although the planning system has the power to guide and manage developments, whether and when the permitted private developments are out of the council's control. Over the above twenty years, a total of 29,720 new homes were completed with an annual average of 2,972 units between 2004 and July 2024⁸⁰.

- **Affordable homes approved and delivered**

⁷⁷ "Household characteristics by tenure, England and Wales: Census 2021", ONS, 2023, available at: <https://www.ons.gov.uk/peoplepopulationandcommunity/housing/datasets/householdcharacteristicsbytenureenglandandwalescensus2021>

⁷⁸ Household characteristics by tenure, England and Wales: Census 2021", ONS, 2023, available at: <https://www.ons.gov.uk/peoplepopulationandcommunity/housing/datasets/householdcharacteristicsbytenureenglandandwalescensus2021>

⁷⁹ Residential approvals dashboard, GLA, 2024, available at: <https://data.london.gov.uk/dataset/residential-approvals-dashboard>

⁸⁰ Residential completions dashboard, GLA, 2024, available at: <https://data.london.gov.uk/dataset/residential-completions-dashboard>

Between 2004 and 2024, 12,480 net affordable homes were secured from developments through the planning system, accounting for 27% of approved developments.⁸¹ These include social rented, affordable rent, London Living Rent and other intermediate housing types.

Out of total net new 29,720 homes completed, 17 % affordable homes were delivered at 5,543 units. 1,154 units (Around 21% of these homes completed) were social rented.⁸²

Small development approved and delivered

Most new homes have been completed through major developments in Southwark, however small scale developments have also played an important role in the overall housing supply. Between 2004 and 2019, 2,275 applications were approved on developments of one to nine units, leading to 5,567 net approved new homes. In the same time period, 4,806 new homes were completed from the small developments, accounting for 16% of total new homes.⁸³

Student accommodation approved and delivered

Between 2004 and 2024, 7,540 Purpose Built Student Accommodation (PBSA) bedrooms were approved.⁸⁴ This represents 8.2% of the 92,472 PBSA bedrooms approved in London. In the last 4 years between 2020 and 2024, 2,229 PBSA bedrooms were approved in Southwark. This represents 14.8% of the 15,082 PBSA bedrooms approved in London. This indicates there has been a surge in interest in PBSA schemes in Southwark.

Between 2004 and 2024, 5,010 PBSA bedrooms were completed which is approximately 8.8% of the 56,623 PBSA bedrooms completed in London during the same period. In the last 4 years between 2020 and 2024, 1,884 PBSA bedrooms (37.6%) were completed in Southwark which is appropriately 20% of the 9,239 PBSA bedrooms completed in London during the same period⁸⁵. This indicates Southwark has played an increasingly important role in the delivery of PBSA in London recently.

Housing needs

General housing and affordable housing needs

In South East London Strategic Housing Market Assessment (SHMA) 2014 which looked at housing needs across the South East London sub-region, Southwark was estimated to have an annual need of 1,647 new homes and 799 net affordable homes.

An updated SHMA specifically to Southwark undertaken in 2019 SHMA revised the annual need of new homes to be 2,932 units with additional needs of 2,077 affordable housing (71% of total need) per year using the new standard methodology in the planning practice guidance and the GLA-2016 based central trend household projections.

The updated evidence demonstrates that the need for new homes and affordable homes has become even more acute in Southwark over the past three years, where there are a 78% rise of the annual need for new homes overall and 1.6 times growth affordable housing needs.

The annual net affordable housing need is calculated from the aggregate of backlog needs, newly arising needs and existing households falling into need after deducting the annual supply of affordable homes estimated at 1,436 units:

- Backlog needs from 2,934 concealed households, 6,745 overcrowded households, and 2,336 homeless households who are currently living in temporary accommodation per year;
- 3,943 newly forming households per annum;
- 205 existing households falling into need per year.

- **Additional affordable housing need by tenure and size**

The Southwark's SHMA (2019) shows that the highest need for social rent and the sub-social rent (who can afford a social rent but not 50% of the lower quartile market rent and those who cannot afford a social rent) target group is two, three and four bedroom units. In this group, there is a shortfall of 659 units and an oversupply of one bed units of 200. For intermediate housing, it is estimated that there would be an oversupply of 198 x 1 bed units and require additional 359 x 2 beds units, 353 x 3 bed units and 309 x 4 beds units.

- **Housing needs of older households and those with disabilities and wheelchair requirements**

The Southwark's SHMA (2019) shows that there will be a 79% projected increase in the population of Southwark aged 65 or more by 2039, comprising 13% of the Southwark population

The housing requirements for those with disabilities are linked to the age of the population. The number of older people with mobility disabilities is forecast to increase from 4,544 in 2017 to 7,690 in 2035. People over 65 with dementia is projected to reach 2,369 by 2030.

Currently 613 households have unmet wheelchair accessible accommodation requirements, which is across all tenures. For care homes and dementia places, additional or improved 867 care beds will be required by 2029.

The borough will also need additional 780 units of specialist elderly accommodation by 2029, of which some 559 (72%) should be sheltered and 116 (14%) extra care.

- **Housing needs of students**

There are over 21,000 students aged 20 or over residing in the borough during term time and there are 23,500 places at the major Higher Education (HE) institutions in Southwark. At least 57% live in private rented accommodation and 15% live with their parents.

According to SHMA 2019, there are likely to be a significant supply of 7,800 units of purpose-built student accommodation (PBSA) in the borough. Meanwhile, the Mayor's Academic Forum indicates the forecast of student numbers in London to slow down.

- **Issues**

Housing supply and affordability is a pressing issue for Southwark, where building enough homes with right mixture of tenures is the strategic priority of the council to meet the housing needs of all residents. Southwark SHMA undertaken demonstrates there is an even more acute need for general and affordable housing as compared to the previous version South East SHMA 2014.

Even though Southwark has a good track record of delivering affordable homes, 2019 SHMA informs there is a greater demand for affordable homes than the current supply, where there is particularly a shortfall in family-sized (two to four bedroom) social rented housing.

Data gaps and updates

- There is a need for the more updated data of the current housing stock and tenure in the borough as the data currently analysed is based on the Key Housing Data 2015/2016 and SHMA 2019.

Education, Skills and Training

Overview

- Indicators

The following indicators have been incorporated into the Sustainability Appraisal Framework:

Baseline Indicators	
	Proportion of 16-17 year olds not in education, employment or training (NEET) or whose activity is not known ⁸⁶
	Proportion of people aged 16-64 years old who have attained a NVQ Level Four or higher ⁸⁷
	Proportion of residents with no qualifications ⁸⁸
	Education and skills deprivation ⁸⁹
	Number of apprenticeships created within the borough ⁹⁰

- Contextual characteristics

- The following information provides contextual characteristics of the borough and is not included in the Sustainability Appraisal Framework.

Contextual characteristics	
	Number of libraries ⁹¹
	Current provision of school place ⁹²
	Demand for early years place ⁹³
	Demand for state-funded school places ⁹⁴

Description

- Young people not in employment, education or training

In 2022, 2.6% of 16-17 year old residents, totalling 150 people, in Southwark were not engaged in education, employment or training or not known for any activity undertaken. This accounted for 2.6% missing from formal education,

⁸⁶ NEET and participation: local authority figures, Department for Education

⁸⁷ NOMIS Labour Market Survey

⁸⁸ NOMIS Labour Market Survey

⁸⁹ English indices of deprivation 2019, MHCLG

⁹⁰ Southwark Skills Strategy 2018

⁹¹ Southwark Library and Heritage Strategy 2019 - 2022

⁹² Pupil Place Planning 2019, Southwark

⁹³ Childcare Sufficiency Assessment 2019, Southwark

⁹⁴ 2018 School place demand projections, Greater London Authority

employment or training within this age group, compared to 3.4% in London and 5.2% in England⁹⁵

- **Attainment of NVQ Level 4 and without qualification**

Southwark has a higher proportion of residents who receive university educations, compared to the rest of London and the country. In Dec 2023, 156,400 residents aged 16 – 64 in Southwark attained qualification level NVQ4 (National Vocational Qualification) or above, taking up 66.4 % of the age group.⁹⁶ It fares better than both the London-wide 60.7% and Great Britain's average of 47.3%

- On the other hand, 5.7% residents aged 16 – 64 were did not possess any qualification in the same year period, totalling a number of 13,900.

- **Number of apprenticeships in Southwark**

- Between 2016 and 2017, 842 apprenticeships were created in Southwark, equating 41% of the apprenticeships created by all London boroughs during that period.

- **Education and skills deprivation**

- For the education, skills and training domain set out in English indices of deprivation 2019, Southwark ranked lower than average across inner London (8th out of 14 local authorities), London-wide (22nd out of 33) and nationally (262nd out of 317), meaning it is relatively less deprived than average.

- **Number of libraries**

According to Southwark Library and Heritage Strategy 2019 – 2022, there were 12 libraries across the borough.

School Places:

- **Current supply of primary school places**

- Based on Southwark Council' Pupil Place Planning (2023), in October 2023, there were 3,401 available primary reception places (the equivalent of 125 forms of entry) in Southwark, and 25,055 year Reception to 6 primary places (the equivalent of 900 primary schools).

- **Current supply of secondary school places**

- There were 3,522 Year 7 places available in Southwark as of October 2023 . For Year 7 to 11, 16,234 places were available..

- **Special Education Needs and Disabilities (SEND) school attendance**

⁹⁵ NEET and participation: local authority figures, Department for Education, 2022, available at: <https://department-for-education.shinyapps.io/neet-comparative-la-scorecard/>

⁹⁶ NOMIS, Labour Market Statistics, ONS, 2023

- In October 2023 , there were 3,845 SEND children's attending primary schools and 3,133 going to secondary schools and post-16 combined.
- **Provision of free early education places (2-4 years old)**
- According to Nursery Schools and Early Years Provision (Southwark Cabinet report) and Department for Education (2024), for children that are eligible for receiving free early year education and childcare funded by the government, there were a total of 6,126 two to four year-old children receiving the free education in Southwark in 2023 . The number of children in free provision was reduced by 6% from 6,521 in 2022 , which was broadly in line with the national trends due to the declined birth rate.
- **Forecast needs for stated-funded places (2019 – 2028)**
- Projections of the needs for school places are provided by the GLA using a standard model for the majority of London local authorities. Taking into account the most up-to-date birth data and housing data, each annual round of projections may see a variation to the 10-year prediction trend. The longer-term prediction relate to projected rather than actual births so are less reliable than the short to medium term projections based on actual birth data.
- Based on 2018 GLA projections, there will be a total demand for state-funded primary and secondary school places at 21,912 and 14,641 annually.
- According to Southwark Childcare Sufficiency Assessment 2019, there were an estimated number of 20,954 children under age five in 2019, and 23,178 in 2039.
- Noting the updated forecast of primary and secondary school place needs from 2019-2020 onwards, the council published Pupil Place Planning Report in September 2019 to provide an update on the existing supply of primary and secondary places across the borough and set out actions to continually monitor to ensure supply matches demand. Currently, there are sufficient places to meet the demand in the early year's education and childcare for children under 5, and the primary and secondary phases of education in Southwark.
- **Issues**
- The proportion of NEETs is higher than London average, which demonstrates the need for training and employment opportunities for young people.
- **Data gap and updates**
- No significant data gaps have been identified

Public health and wellbeing

Baseline indicators

- The following indicators have been incorporated into the Sustainability Appraisal framework:

Baseline indicators	
	Life expectancy at birth for males and females ⁹⁷
	Healthy life expectancy at birth for males and females ⁹⁸
	Winter Mortality Index ⁹⁹
	Index of health deprivation and disabilities ¹⁰⁰
	Percentage of adult carers who have as much social contact as they would like ¹⁰¹
	Percentage of physically active adults ¹⁰²
	Number and percentage of reception and Year 6 children who are overweight (including obesity) ¹⁰³

Contextual characteristics

- The following information provides contextual characteristics of the borough and is not included in the appraisal framework.

Contextual characteristics	
	Mental health ¹⁰⁴
	Projected ageing population ¹⁰⁵
	Projected number of 65 year-old or above residents with dementia ¹⁰⁶

Description

- **Life expectancy at birth for males and females**
- Life expectancy is often used as the over-arching measure of the health of the population, and is a key indicator within Public Health Outcomes Framework. In 2020-2022, life expectancy at birth in Southwark was 78.4 years for males and 83.2 years for females, making a substantial improvement in the gap between

⁹⁷ Public Health Outcomes Framework, Public Health England; Joint Strategic Needs Assessment factsheet 2019 – life expectancy, Southwark

⁹⁸ ibid

⁹⁹ ibid

¹⁰⁰ English Indices of Deprivation, MCHLG

¹⁰¹ Public Health Outcomes Framework, Public Health England

¹⁰² ibid

¹⁰³ ibid

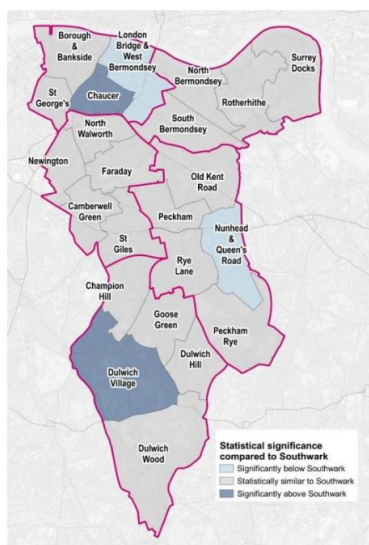
¹⁰⁴ Adult Psychiatric Morbidity Survey 2014, Southwark

¹⁰⁵ Southwark Strategic Housing Market Assessment, 2019

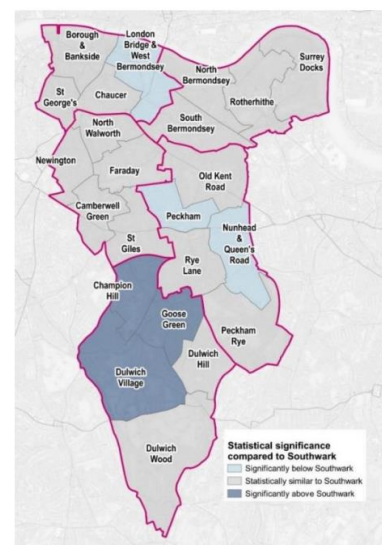
¹⁰⁶ ibid

Southwark and England (78.9 years for males and 82.8 years for females in the same period).

- However, Southwark had lower life expectancy at birth in London in 2020-2022, which had an average life expectancy of 79.1 years for males and 83.6 for females.
- There are significant inequalities in life expectancy at birth between communities in Southwark among both males and females. However, the life expectancy at birth in wards within the OKR OA is broadly align with the average in Southwark except the Peckham and Nunhead and Queens Road wards where small parts these wards are within the OKR OA (See Figure 1 above).



Significance of male life expectancy at birth, by ward, compared to the average male life expectancy in Southwark, 2016-20
Source: [OHID, 2023, Local Health](#).
© OS crown copyright and database rights 2021. Ordnance Survey (0)100019252.



Significance of female life expectancy at birth, by ward, compared to the average female life expectancy for Southwark, 2016-20. Source: [OHID, 2023, Local Health](#).
© OS crown copyright and database rights 2021. Ordnance Survey (0)100019252.

Source: Joint Strategic Needs Assessment 2022

- Based on the Joint Strategic Needs Assessment Factsheet 2019-2020, several key causes of death has led to the gap in life expectancy among communities within the borough, including Cardiovascular Disease, Cancer and Respiratory Disease which account for 58% of the gap in life expectancy for males between communities and 48% for females.
- **Healthy life expectancy at birth for males and females**
- Healthy life expectancy is often considered a measure of the length of time spent living in good health. Based on Public Health Outcomes Framework (2023), in 2023, Southwark had an average of 63.4 years for males and 62 years for females, marking a gap of 15 years for men and 21.2 years for women from life expectancy.
- Trends indicate the gap between healthy life expectancy and overall life expectancy has narrowed, particularly among women. The gap among women

decreased from 21 years in 2010-2012 to 13.6 years in 2015-2017, whereas for men dropped from 18.2 years to 16.5 years in the same period.

- Across London, , the healthy life expectancy for male in 2023 is 63.8 years and 65 years for women
- **Winter Mortality Index**
- In common with other countries, more people die in the winter than in the summer in England, which also applies to Southwark. Based on the latest data from Public Health Outcomes Framework¹⁰⁷, the winter mortality index for August 2021 and July 2022 in Southwark is 18.5%. During the same period, the winter mortality index is 10.3% in London and 8.1% in England.
- **Index of health deprivation and disability**
- Health is one of the seven domains forming the English Indices of Deprivation to compare areas across England in terms of the risk of premature death and the impairment quality of life through poor physical and mental health. In the 2019 index, Southwark performed better than London and the country on this measure, being the 5th least deprived out of 14 inner London boroughs, 28th among the 33 boroughs in London and 211th out of 317 areas across the country.
- **Percentage of adult carers who have as much social contact as they would like**
- As a proxy measure for social isolation, Personal Social Services Survey of Adult Carers in England – England finds that 26.8 % of adult carers in Southwark think that they have as much social contact as they would like in 2023 . It was the fourth best performing borough, faring better than the average 27.5% in London and 28% in England.
- **Percentage of adult social carers who have as much social contact as they would like**
- However, when it comes to the adult social carers, the other survey named Adult Social Care Survey shows that only 39.2% of the respondents living in Southwark think they have as much social contact as they would like. It was below the average 39.74% in London and 44.4% in England
- **Mental Health**
- Every seven years, the Adult Psychiatric Morbidity Survey (APMS) is conducted to provide an assessment of mental health in England. The results from the 2014 survey show that one in six adults had a common mental disorder (CMD) in the week prior to the survey, compared to one in five adults in London. Applying the London prevalence to Southwark, the borough is estimated to have almost 47,600 adults experiencing a CMD, which will be projected to rise to around 52,000 over the next decade.
- For child and adolescent mental health, nationally one in ten children and young people aged 5-16 have a clinically diagnosed mental health disorder. This

¹⁰⁷ Winter Mortality Index, Office for Health Improvement & Disparities (2023), available at: <https://fingertips.phe.org.uk/indicator-list/view/ZNn1qFropE#page/1/gid/1/pat/6/ati/501/are/E09000028/iid/90360/age/1/sex/4/cat/-1/ctp/-1/yrr/1/cid/4/tbm/1>

equates to 1,460 children in Southwark with emotional disorders such as depression and anxiety, 2,300 children with conduct disorders such as oppositional defiant disorder and socialised conduct disorder, and 650 children with hyperkinetic disorders including attention deficit hyperactivity disorder (ADHD).

- According to the JSNA Annual Report 2023, In 2021, 13 suicides in Southwark residents were registered. The suicide rate in Southwark is the 5th highest of the London boroughs, though the difference between the boroughs is statistically insignificant.
- The same report shows there are 4,000 patients registered with a Southwark GP have been diagnosed with severe mental illness.
- **Percentage of physically active adults**
- Based on the Active Lives Adult Survey conducted by Sport England, 72.6% of Southwark residents were reported to be physically active, making Southwark Comparatively, the percentage was substantially higher than 66.3% in London and 67.1% in England.
- **Number and percentage of Reception and Year 6 children who are overweight (including obesity)**
- 21.7% of reception children are overweight and obese in 2022/2023. The proportion is slightly higher than those in London (20%) and England (21.3%).
- 41.5% of Year 6 children in London are overweight and obese in 2022/2023. The proportion is substantially higher than those in London (38.8%) and England (36.6%).
- **Projected ageing population and those with dementia**
- Based on SHMA 2019, the number of residents aged 65 or above is projected to rise by 79% to 48,000 by 2039, accounting for 13% of the Southwark population. Among the growth, those over the age of 75 will increase by 92% and those over 85 will have 87% growth.
- In the same report, there is a projection of 1,772 local residents aged 65 or above with dementia, and gradually growing to 2,369 by 2030.

Issues

- Southwark's life expectancy at birth for males and females is among the lowest in London
- There are significant inequalities in life expectancy at birth between communities in Southwark
- Southwark has one of the highest healthy life expectancy for females in London, but one of the lowest for males.
- Further support is needed to tackle social isolation for adult social carers
- The projected ageing population that are often accompanied by health conditions such as dementia presents a public health challenge

- Child obesity in Southwark is more prevalent than London and the country on average.

Data gap and updates

- There is an evidence gap between the actual number of residents with common mental disorder and those who are diagnosed. Therefore, it is not advisable and useful to mark reduction in diagnosis as an indicator to measure the mental health condition of the population
- There is a potential need to identify the local profile of mental health apart from the estimation derived from London prevalence shown in the Adult Psychiatric Morbidity Survey (APMS).

Safety

Baseline indicators

The following indicators were used to characterise safety in the borough.

Baseline indicators	
	Crime rate per 1000 of the population for key offences and total number of key offences per year ¹⁰⁸
	Crime deprivation ¹⁰⁹
	Total number of pedestrians' and cyclists' casualties on road ¹¹⁰
	Fatal and serious casualties on road ¹¹¹

Contextual characteristics

No further contextual characteristics were used in this section.

Description

- **Crime rates per 1000 people and total number of offences in Southwark per year**
- Between 2023 and 2024, 116 key offences per 1000 of the population in Southwark were recorded, totalling 35,343 offences overall. Therecorded. The crime rate per 1000 people made Southwark the 24th highest in England, Ireland and Northern Ireland.
- Of the key offences recorded, the majority were theft offences (17,587 offences), followed by violence (8,374), criminal damage and arson (1,986) and robbery (1,779).
- **Crime deprivation**
- Crime deprivation is one of the seven domains forming English Indices of Deprivation to rank areas across England based on the risk of personal and material victimisation at local level. In 2019 index, Southwark was ranked seventh of the 14 inner London boroughs, and the ninth among the 33 London boroughs. Nationally, it was the 37th most deprived among all 317 local authorities. Of 166 Lower-layer Super Output Areas (LSOA) within Southwark, 25 areas (equating to 1 every 8) are among the 10% most deprived areas within England.
- **Road safety**
- **Pedestrian and cyclists casualties**
- According to Transport for London's Casualties in Greater London, there were casualties of 179 pedestrians and 386 cyclists in Southwark in 2023 with a rise in 5% and a fall in 9% respectively compared to 2022 . During the same period,

¹⁰⁸ Office for National Statistics Local Profile

¹⁰⁹ English indices of Deprivation 2019, MHCLG

¹¹⁰ Casualties in Greater London - Transport for London

¹¹¹ ibid

across London, the casualties of pedestrians do not change while the casualties of cyclist decreases by 5.6%.¹¹³

- **ssues**
- The number of offences remain high in Southwark as compared to the rest of London, especially theft offences
- Southwark is among the highest deprived areas in terms of crime regionally and nationally
- Casualties for pedestrians in Southwark increased between 2022 and 2023, above the average across London.
- **Data gaps and update**
- There is a need to understand the residents' perception of safety in the neighbourhood besides the reported and recorded offences. The gap of evidence will be filled upon the completion of the social research, purposed for the development of Social Regeneration Charter, which collects and analyses socio-economic data in five opportunity areas in the borough

¹¹³ Road danger reduction dashboard, TFL, 2023, available at:
<https://app.powerbi.com/view?r=eyJrIjoiMTIzYzRiZDMtZDZiYS00OWYyLTk3YTQ0tN2RkMGNiZTRmOTJkIiwidCI6IjFmYmQ2NWJmLTVkZWYtNGVIYS1hNjkyLWEwODIjMjU1MzQ2YiIsImMiOjh9>

Social cohesion

Baseline indicators

The following indicators were used to characterise safety in the borough.

Baseline indicators		
	Percentage of residents	being an active member of their community ¹¹⁴
		feeling that they contribute to the local economy ¹¹⁵
		volunteering in Southwark Council ¹¹⁶
		who feel wholly or partly positive about change in the borough ¹¹⁷
		who have personally benefitted from change ¹¹⁸
	Perceptions of neighbourliness and how well local people get on well together (emerging) ¹¹⁹	
	Local perception of the ability to have their voice heard and influence decisions (emerging) ¹²⁰	

Contextual characteristics

- The following information provides contextual characteristics of the borough and is not included in the appraisal framework.

Contextual Characteristics	
Percentage of residents	working in the borough ¹²¹
	mentioning 'community' when they positively feel about change in Southwark ¹²²
	considering the community to play a role in helping young people and future generations to succeed in life ¹²³

Description

Southwark appreciates community engagement; involvement and coproduction are keys to the social regeneration approach. Therefore, the council conducted Southwark Conversations, the most far-reaching and representative consultation in the council's history, in late 2017 to develop a deeper understanding of perceptions and experience of regeneration in the borough. The feedback was collected and summarised as follows:

- 1 in 4 people are active member of their community
- 1 in 5 people feel that they contribute to the local economy
- 1 in 7 people volunteer in the borough
- 70% of residents feel wholly or partly positive about change in the borough

¹¹⁴ Southwark Conversations 2018, Southwark

¹¹⁵ ibid

¹¹⁶ ibid

¹¹⁷ ibid

¹¹⁸ ibid

¹¹⁹ Available when social research for Southwark's Social Regeneration Charter is published

¹²⁰ ibid

¹²¹ Southwark Conversations 2018, Southwark

¹²² ibid

¹²³ ibid

- 52% of residents feel they have personally benefitted from change in the borough

One in six residents work in Southwark, meaning around 17% of Southwark residents are also working in the borough. When discussing how they feel positively about change in Southwark, 18% mentioned community with topics around the sense of community, community identity, diversity and vibrancy of communities, which was only after the most said housing theme.

During the consultation, community is the most mentioned theme in facilitating positive changes to the environment in terms of helping the young generation and creating a good neighbourhood.

17% of respondents consider community to be crucial in helping young people and future generation to succeed in life, developing them into well-rounded individuals by providing good role models for young people, helping them to improve confidence, motivation and good citizenship through community opportunities like volunteering, and helping to create an environment that discourages anti-social behaviour in public places.

When talking about creating a good neighbourhood to live in, people were most likely to mention 'community', taking up 58% of all the responses. Having friendly and helpful neighbours, stable, diverse and cohesive communities, as well as a sense of pride in their area are all felt to help to foster a sense of community and bring people together.

Issues

- Southwark is a central London borough with a host of regeneration opportunities to unlock the development potentials and revitalise the neighbourhood, during which empowering communities and making sure regeneration works for all is at the strategic priority in driving the change
- Therefore, it is crucial to make residents feel their ability to have their voices heard and influence decisions

Data gaps and update

- The community survey needs to be undertaken on a regular basis to reflect the up-to-date community's perception and experience of the ongoing regeneration programmes

ECONOMIC CONDITIONS

Economy and employment

Overview

Baseline indicators

The following indicators are used to character economy and employment in Southwark and included in the sustainability appraisal framework.

Baseline indicators	
	Number of employee jobs ¹²⁴
	Number of micro and small-to-medium sized enterprises ¹²⁵
	Percentage of unemployed population ¹²⁶

Contextual characteristics

The following contextual characteristics are used to give an overall description of employment and business in the borough. These are not included in the appraisal framework.

Contextual characteristics	
	Number of economically active and inactive populations ¹²⁷
	Gender breakdown of employed population ¹²⁸
	Breakdown of occupation by sector ¹²⁹

Description

The number of employee jobs

In 2023 , Southwark held over 291,000 “employee jobs” within its boundaries. This is an increase of 48% from the 2013 figure of 197,000. These figures however exclude self-employed people, government supported trainees and HM Forces.

Number of micro and small-to-medium sized enterprises in the borough

Over 99.3% of the businesses in Southwark are micro and small-to-medium sized enterprises. This equated to a total of 15,505 micro-SMEs in 2023 , having grown by 0.3% since 2018 . Over the same period, the largest percentage increase was in medium-sized businesses (employing 50-249 people), which grew by 16.2% from 370 to430 . Small sized-businesses (employing 10-49 people) grew by 14.7 % , from 1630 to1870, while micro-businesses (1 to 9 people) reduced by 5% from 13,910 to13,205 . Large businesses (employing 250 people or more) account for 0.8% of the borough’s total, at 120. The total number of businesses in Southwark in 2023 was 15,525 .¹³¹

Number of economically active and inactive populations

¹²⁴ Nomis Labour Market Statistics, Local Authority Profile <https://www.nomisweb.co.uk/reports/lmp/la/1946157256/report.aspx>

¹²⁵ ibid

¹²⁶ ibid

¹²⁷ ibid

¹²⁸ ibid

¹²⁹ ibid

Nearly three quarters (73%) of people in Southwark are aged 16-64 i.e. the age where they can be economically active between Oct 2022 – Sept 2023 . Of this percentage, 76.8% of 16-64 year olds are economically active. 23.2% of people aged 16-64 are economically inactive, accounting for 51,900 people. This is lower than the London average of 21.5% . The largest sections of the borough’s population that are economically inactive are 13,300 students, making up 29.2% . 17% are homebound with domestic and family duties (at 7000 people) while 30.2% are long term sick (13,700 people) .¹³²

Gender breakdown of employed population

The comparison of employment statistics between genders reveals that the proportion of females in employment has been consistently less than males, either as employees or self employed. For example, in 2023, 78.7% of economically active males in Southwark are in employment, compared with 74.2% of females. The difference between genders in the proportion of people that are employees (as opposed to self-employed) is not so stark, with 64.6% of males, compared to 62.9% of females. However, 16.3% of economically active males are self employed, whereas 12.4% of economically active females are self employed.¹³³ The proportion of economically active females that are unemployed is less than males, at 5% vs. 6%, Oct 2022 – Sept 2023 .¹³⁴

Breakdown of occupation by sector

The largest sector of employment in Southwark is “professional occupations.” This amounts to 34.3% of all jobs in the borough. This is 0.2% higher than London as a whole and 7.3% higher than Great Britain as a whole. This is followed by “Managers, Directors and Senior Officials” “”, at 17.7% .The third largest is “Associate Professionals Occupation” ,” making up 14.3% of employment in the borough.¹³⁵

Several other occupation groups, namely “elementary occupations”, “caring leisure and other service occupations” and “administrative and secretarial” are all around 6-8%, making up the next largest sectors of employment in Southwark.¹³⁶

¹³¹ Ibid.

¹³² Ibid.

¹³³ Ibid.

¹³⁴ Ibid.

¹³⁵ Ibid.

¹³⁶ Ibid.

Percentage of unemployed population

In 2023, of people who were economically active in Southwark, 3.9% were unemployed, this compares to 5% in London and 3.7% in the UK as a whole. 5.3% were claiming out-of-work benefits, compared with 5.2% for London and UK as a whole.¹³⁷ Under Universal Credit a broader span of claimants are required to look for work than under Jobseeker's Allowance. As Universal Credit Full service is rolled out in particular areas, the number of people recorded as being on the claimant count is therefore likely to rise.⁴⁶ In 2023, 3.8% of residents 16+ in Southwark were claimants of Universal Credit, this is lower than the average for London at 5.2% .¹³⁸ Of residents who are aged 50+, the proportion of out-of-work benefits rises to 6.3% , which is higher than the London average of 5.2%.¹³⁹

Issues

- The unemployment rate among economically active population in Southwark is higher than the London and national averages.
- Higher proportion of residents aged over 50 on out-of-work benefits in Southwark across London
- Higher proportion of residents aged over 16 claiming Universal Credit in Southwark across London
- Whilst the growth in total business and small, medium and large enterprises, there have been a decrease in micro-businesses.

Data gaps and updates

None identified.

¹³⁷ Ibid.

¹³⁸ Ibid.

¹³⁹ Ibid.

Retail and town centres

Overview

Baseline indicators

The following indicators are used to character economy and employment in Southwark and included in the sustainability appraisal framework.

Baseline indicators	
	Percentage of takeaways outlets within a walking distance (400m) of a secondary school
	Primary shopping frontage vacancy rates ¹⁴⁰
	Secondary shopping frontage vacancy rates ¹⁴¹

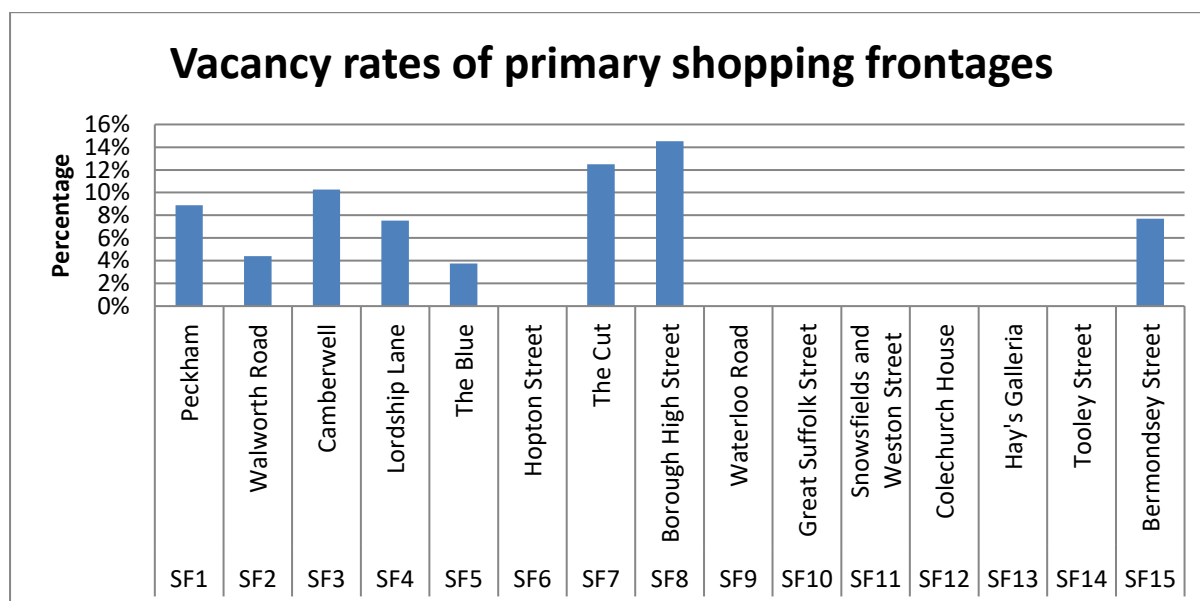
Contextual characteristics

The following contextual characteristics are used to give an overall description of employment and business in the borough. These are not included in the appraisal framework.

Contextual characteristics	
	Existing commercial floorspace in town centres, district centres and local centres ¹⁴²
	Breakdown of commercial uses in town centres

Description

Primary shopping frontage vacancy rates



Secondary shopping frontage Vacancy rates

Schedule ID	Name	Vacancy rate (%)
-------------	------	------------------

SF16	Dockhead	10%
SF17	Jamaica Road	0%
SF18	Jamaica Road	3%
SF19	Albion Street	0%
SF20	Harper Road	33%
SF21	Tower Bridge Road	10%
SF22	Lower Road and Plough Way	11%
SF23	Walworth Road, East Street and Camberwell Road	7%
SF24	Old Kent Road, East Street and Dunton Road	16%
SF25	Ilderton Road	0%
SF26	Maddock Way	0%
SF27	Peckham Park Road and Old Kent Road	29%
SF28	Camberwell	10%
SF29	Vestry Road	0%
SF30	Peckham	16%
SF31	Queens Road	7%
SF32	Bellenden Road	5%
SF33	Gibbon Road	0%
SF34	Evelina Road, Nunhead Green and Kirkwood Road	11%
SF35	Grove Vale	13%
SF36	East Dulwich Road	8%
SF37	Crosswaithe Avenue	0%
SF38	Lordship Lane	13%
SF39	North Cross Road	7%
SF40	Herne Hill	0%
SF41	Half Moon Lane	0%
SF42	Norwood Road	4%
SF43	Dulwich Village and Calton Avenue	0%
SF44	Dulwich Village	6%
SF45	Lordship Lane	11%
SF46	Forest Hill Road	14%
SF47	Forest Hill Road	18%
SF48	Lordship Lane	0%
SF49	Croxted Road and Park Hall Road	17%
SF50	Seeley Drive	10%
SF51	Nunhead Grove and Nunhead Lane	14%
SF52	Camberwell New Road	34%

¹⁴⁰ LB Southwark, 'Protected Shopping Frontages 2018' (published 2018)

¹⁴¹ Ibid.

¹⁴² LB Southwark, Place & Health Improvement Section, Southwark Public Health, *P45 Hot Food Takeaways – Review of the evidence*, (September 2018), 17

Percentage of takeaways outlets within a walking distance (400m) of a secondary school

According to the P45 Hot Food Takeaways Review of the evidence prepared by Place & Health Improvement Section Southwark Public Health, Southwark Council informing Southwark Plan 2022', out of the 302 takeaway outlets which are situated in ward areas with the prevalence of excess weight, 86 (at 30%) are within a walking distance (400m) of a secondary school in 2017.

The number of takeaways within a walking distance is higher for schools located in the north of the borough, which is also where some of the wards with the highest prevalence of excess weight are found, showing a potential correlation.

Existing commercial floorspace in town centres, district centres and local centres

In 2014, Southwark has a total of 208,666 gross of retail floorspace (270,500 sqm including food and beverage) within its town centres and other undesignated clusters. 44% of the total gross retail floorspace is accommodated within food stores and convenience goods (essential every day items) shops, while 56% of retail floor space is for non-essential, comparison goods.¹⁴³ Southwark's town centres are partially defined by the existing amount of commercial floor space. These include:

- Major town centres: Peckham (56,630 sqm), Elephant and Castle/Walworth Road (44,460sqm) and Canada Water (36,668 sqm) or;¹⁴⁴
- District centres: Borough/Bankside/London Bridge (25,268 sqm), Camberwell (17,780 sqm) and Lordship Lane (in Dulwich) with 15,330 sqm) or;¹⁴⁵
- Local centres: Nunhead Green/Evelina Road, Dulwich Village or the Blue, Bermondsey

Southwark has around 60,000 sqm net of convenience sales floor space in its town centres, relatively evenly spread between them. Southwark is well served by convenience food "superstore" supermarkets (of over 2,500 sqm net), having five within it's boundaries as well as having 8 large supermarkets over 1,000 sqm net, and ten between 500 sqm net and 1,000 sqm net.¹⁴⁶

Comparison goods floor space (items such as clothes, shoes, music and books) is estimated to be approximately 93,100 sqm net across the borough. Peckham is the main centre for comparison goods floor space, taking 21% of the share. 18% lies in Elephant and Castle/Walworth Road, and 15% in Canada Water. Outside of the town centres Old Kent Road accounts for fewer than 19% of comparison sales floor space.¹⁴⁷

Peckham, Elephant and Castle/Walworth Road and Canada Water all have a similar proportion of comparison goods shops when compared with the national average. Borough/Bankside and London Bridge both have less than half the national average.

Breakdown of commercial uses in town centres

¹⁴³ Nathaniel Lichfield & Partners, *Southwark Retail Study* (2015), 7

¹⁴⁴ Ibid. 9

¹⁴⁵ Ibid.

¹⁴⁶ Ibid. 22

¹⁴⁷ Ibid.

In Southwark, there is currently a more balanced mix of commercial uses within the designated town centres. The Southwark Retail Study (2015) outlines the most recent data relating to commercial uses in the borough. Peckham has the highest proportion of A1 retail (now classed as E(a)) (71%) and A1 non-retail but a low proportion of drinking establishments (1%). 66% of units in Elephant and Castle/Walworth Road are A1 (with 51% retail and 15% non-retail). There are a smaller proportion of A1 units in Canada Water town centre (at 57%). The district town centres have a higher proportion of units in A3 (now classed as use E(b))/A4/A5 units (both are now classed as Sui Generis), totalling 34.4% versus the major town centres' average of 19% and local centres' 23%. The current retention rate for food and beverage expenditure varies across the borough from 52% to 60% in different areas. While this is reasonably high, there is scope to increase the retention rate through new development.⁷⁰

As of 2015, banks, building societies, estate agents and employment agencies as well as betting shops and pay day loan shops account for 9% of all units in Southwark's town centres. They make up a slightly higher proportion of units in district and local centres, at 10%, than in major centres where they occupy 8% of units.⁷²

Southwark's 43 betting shops which are located within town centres account for 26% of all old A2 uses and 2.4% of all old A Class units. This is significantly higher than the national average of 1.5%. Peckham, Walworth Road, Camberwell and the Blue together have 28 betting shops between them, taking up the majority share of the borough's stock. 11 of Southwark's 15 payday loan shops are also concentrated in Peckham, Walworth and Camberwell.⁷³

Southwark's 37 banks/building societies are concentrated in Peckham, Borough/Bankside and Camberwell, together having 18 of the 37 units in those town centres. Estate agents are also concentrated in Borough/Bankside and Camberwell; however the highest concentrations are in Canada Water and Lordship Lane. Together, these estate agents account for 36% of all old A2 units (now classed as E(c)) in the borough's town centres, and 3.2% of all old A Class units.⁷⁴

Issues

- The concentration of takeaway outlets in proximity to secondary schools remains a critical threat to children obesity in Southwark

Data gaps and updates

None identified

Energy and Climate Change

Overview

Baseline indicators

The following indicators were used to characterise energy use and carbon emissions in the borough and included in the sustainability appraisal framework.

Baseline indicators	
1) Consumption of gas and electricity	Energy consumption by sector ¹⁴⁸ (Domestic and Industry/commerce)
	Domestic consumption per capita of natural gas ¹⁴⁹
	Domestic consumption per capita of electricity ¹⁵⁰
2) Carbon dioxide emissions	Total carbon emissions in the borough ¹⁵¹
3) Fuel poverty	Number of households experiencing fuel poverty ¹⁵²

Contextual characteristics

The following information provides contextual characteristics of the borough and is not included in the appraisal framework.

Contextual characteristics	
1) Consumption of gas and electricity	Consumption of domestic energy between lighting and appliances ¹⁵³
	Frequency of energy contracts (LASER) ¹⁵⁴
	Council expenditure on gas and electricity ¹⁵⁵
2) Carbon dioxide emissions	Carbon emissions breakdown by household ownership type (CO ₂) ¹⁵⁶
	Carbon emissions breakdown by sector (CO ₂) ¹⁵⁷
	Carbon emission breakdown by source (CO ₂) ¹⁵⁸
	CO ₂ Baseline data taken from Carbon Reduction Committee Baseline 2018 and new proposed targets ¹⁵⁹
3) Decentralised energy options	Number of households attached to SELCHP ¹⁶⁰

Description

1) Consumption of Gas and Electricity

Energy consumption by sector (Domestic and Industry/commerce)

In total 507.5 kCO₂ were consumed for industry and commercial sectors in 2017 and 312.5 kCO₂ for domestic sector in the most recent time period of 2017 as shown in **Table 2**. This is

¹⁴⁸ Department for Business, Energy and Industrial Strategy (BEIS), 'UK local authority and regional carbon dioxide emissions national statistics: 2005 to 2017 – data tables' (published June 2019)

¹⁴⁹ LB Southwark, 'Local Development Framework: Southwark Annual Monitoring Report 7 (April 2010 – March 2011)' (published 2011)

¹⁵⁰ *ibid*

¹⁵¹ LB Southwark, 'Scrutiny Committee Briefing: Climate Strategy – progress update' (published 24th September 2019)

¹⁵² LB Southwark, 'Annual Public Health Report for Southwark 2019 (published February 2019)

a 45% reduction in industry and commercial sector over the ten-year time period from 2007 to 2017, and a 37% reduction in the domestic sector over the same period.

Comparison between **Table 1** and **Table 2** shows percentage change in **Table 3**. Whilst in total industry and commercial have seen a greater reduction, domestic has experienced a decrease of 17% in gas use, whereas industry and commercial have seen an increase in gas. This could be for a shift to renewable energy sources more prevalent in domestic sources.

	Industry and Commercial (k2CO ₂)	Domestic (k2CO ₂)
Electricity	727.7	256.9
Gas	182.0	235.5
Total	925.9	496.3

Table 1: 2007 breakdowns between consumption of gas and electricity for industry and commercial versus domestic uses in Southwark (k2CO₂)¹⁶¹

	Industry and Commercial (k2CO ₂)	Domestic (k2CO ₂)
Electricity	307.7	113.4
Gas	190.1	195.1
Total	507.5	312.5

Table 2: 2017 breakdowns between consumption of gas and electricity for industry and commercial versus domestic uses in Southwark (k2CO₂)¹⁶²¹⁶³

Percentage Change 2007 to 2017 levels	Industry and Commercial (% change in (k2CO ₂))	Domestic (% change in k2CO ₂)
Electricity	- 57.69%	-55.85%
Gas	4.26%	-17.16%
Total	-45.19%	-37%

Table 3: Percentage change from 2007 to 2017 figures representing fuel breakdown between consumption of gas and electricity for industry and commercial versus domestic uses in Southwark (k2CO₂)¹⁶⁴¹⁶⁵

¹⁵³ ibid

¹⁵⁴ LB Southwark, 'Scrutiny Committee Briefing: Climate Strategy – progress update' (published 24th September 2019)

¹⁵⁵ LB Southwark, 'Climate Emergency Summit' (published 1 July 2019)

¹⁵⁶ LB Southwark, 'Energy and Carbon Reduction Strategy' (adopted September 2011)

¹⁵⁷ LB Southwark, 'Local Development Framework: Southwark Annual Monitoring Report 7 (April 2010 – March 2011)' (published 2011)

¹⁵⁸ LB Southwark, 'Energy and Carbon Reduction Strategy' (adopted September 2011)

¹⁵⁹ LB Southwark, 'Scrutiny Committee Briefing: Climate Strategy – progress update' (published 24th September 2019)

¹⁶⁰ LB Southwark, 'Local Development Framework: Southwark Annual Monitoring Report 7 (April 2010 – March 2011)' (published 2011)

¹⁶¹ Department for Business, Energy and Industrial Strategy (BEIS), 'UK local authority and regional carbon dioxide emissions national statistics: 2005 to 2017 – data tables' (published June 2019)

¹⁶² ibid

¹⁶³ LB Southwark, 'Local Development Framework: Southwark Annual Monitoring Report 7 (April 2010 – March 2011)' (published 2011)

¹⁶⁴ Department for Business, Energy and Industrial Strategy (BEIS), 'UK local authority and regional carbon dioxide emissions national statistics: 2005 to 2017 – data tables' (published June 2019)

¹⁶⁵ LB Southwark, 'Local Development Framework: Southwark Annual Monitoring Report 7 (April 2010 – March 2011)' (published 2011)

Consumption of domestic energy between lighting and appliances

The majority of energy (81%) consumed in a home is used either for space heating or heating water. The remainder is split between lighting (16%) appliances and cooking (3%).¹⁶⁶

Frequency of energy contracts (LASER)

Southwark currently spends around £50.3m over a 4 year contract on gas and electricity, and through the LASER contract and on average, those sites that utilise our energy contracts are currently saving 38% on gas prices (operational), 41% on gas prices (housing), and 17% on electricity prices (housing) and 11% on electricity prices (operational) compared to individual procurements¹⁶⁷.

National Grid's high voltage electricity overhead transmission lines / underground cables within Southwark's administrative area form an essential part of the electricity transmission network in England and Wales including a 275kV underground cable from Newcross substation (on the Old Kent Road) in Southwark to Wimbledon substation in Wandsworth as well as existing gas holders on the same site on the Old Kent Road.

Domestic consumption per capita of electricity and natural gas

The most recent figures are the April 2010- March 2011 Annual monitoring report¹⁶⁸. The average total gas consumption per capita has decreased to 11,530kWh, and the average total electricity consumption per capita has fallen to 3,300kWh.¹⁶⁹ Domestic consumption per capita of natural gas and electricity is below the national average in Southwark of 16,000 and 4,800 respectively.¹⁷⁰

	April 2010 – March 2011 (kwh/ year)	April 2009 – March 2010 (kwh year)
Natural Gas	11,530	13,037
Electricity	3,300	3,778

Table 4: Domestic consumption per capita of natural gas (kwh/year) in Southwark between April 2010 and March 2011.¹⁷¹

Council expenditure on gas and electricity

The Council's 2008 Private Sector Stock Condition survey estimated that it would cost £143 million if all remaining opportunities for these measures were carried out in the borough's 70,156 privately owned homes. This would reduce this sector's CO₂ by 23% reduction (equivalent to 76,600 tCO₂ pa– 4.5% of borough CO₂).¹⁷²

2) Carbon dioxide emissions

Carbon emissions breakdown by household ownership type (CO₂)

The majority of the remaining social-housing stock, which accounts for 5% of CO₂ is managed by ten large Residential Social Landlords (RSL's) who regularly engage with the Council and who have strong drivers to reduce CO₂ to tackle fuel poverty and increase the quality of their stock.

Tenure	Percentage of borough CO ₂	Number of Dwellings	Percentage of Stock
Council homes	12%	40,120	32%

¹⁶⁶ LB Southwark, 'Energy and Carbon Reduction Strategy' (adopted September 2011)

¹⁶⁷ LB Southwark, 'Scrutiny Committee Briefing: Climate Strategy – progress update' (published 24th September 2019)

¹⁶⁸ LB Southwark, 'Local Development Framework: Southwark Annual Monitoring Report 7 (April 2010 – March 2011)' (published 2011)

¹⁶⁹ ibid

¹⁷⁰ ibid

¹⁷¹ ibid

¹⁷² LB Southwark, 'Scrutiny Committee Briefing: Climate Strategy – progress update' (published 24th September 2019)

RSL homes	2%	15,013	12%
Private Sector homes	16%	7,156	56%
Total	30%	125,289	100%

Table 4: Housing stock in Southwark split by tenure and percentage carbon emissions ¹⁷³

Carbon emissions breakdown by sector (CO2)

	April 2010-March 2011 (tonnes of CO2)	April 2009 – March 2010 (tonnes of CO2)	April 2008 – March 2009 (tonnes of CO2)
Industry/commercial	789,000	925,000	927,000
Housing	456,000	502,000	504,000
Transport	258,000	265,000	281,000
Total	1,504,000	1,693,000	1,713,000
Per capita	5.3	6.0	6.1

Table 5: Total tonnes of carbon emitted in Southwark between April 2010 and March 2011 ¹⁷⁴

Carbon emissions in the borough reduced from 1,713,00 tonnes of CO2 from the period between April 2008-2009 to 1,504,000 tonnes of CO2 from April 2010-2011. This is a reduction of 13.8%, which indicate a consistent decline in carbon emissions. Southwark has declared a climate emergency, setting a target to reach carbon neutrality by 2030.

Carbon emissions breakdown by source (CO2)

Table 6 below gives a breakdown of where Carbon emissions come from in the borough indicating that workplaces are the biggest emitters and transport consisting of 15% of emissions.

Built Environment	84%	Transport	16%
Work places	54%	Cars and motorcycles	8%
Homes	30%	Freight	4%
		Public transport	3%
		Taxis	1%

Table 6: Percentage breakdown of carbon emissions between built environment and transport sectors in Southwark. ¹⁷⁵

Total carbon emissions in the borough

In 2018, the Council's Carbon Reduction Committee provided updated Baseline tonnes of CO2, and proposed new reduction targets by respective years 2022, 2030 and 2050 targets as set out in the right hand column of the table below.

	Baseline (tCO ₂)	Current (tCO ₂)	Original target	Percentage Reduction to date	New proposed target
Council – operational estate and schools (2008/9 baseline)	41, 306	25,961 (2017/18)	26.6% reduction by 2016	36.7%	100% reduction by 2050

¹⁷³ LB Southwark, 'Energy and Carbon Reduction Strategy' (adopted September 2011)

¹⁷⁴ LB Southwark, 'Local Development Framework: Southwark Annual Monitoring Report 7 (April 2010 – March 2011)' (published 2011)

¹⁷⁵ Southwark Energy and Carbon Reduction Strategy 2011

Council Housing (2005 baseline)	202,800	187,850	N/a	6.7%	50% reduction by 2022
Borough (2003 baseline)	1, 690 000	1, 671,020	80% reduction by 2050	1.1%	100% reduction by 2030

Table 7: CO₂ Baseline data taken from Carbon Reduction Committee Baseline 2018 and new proposed targets.¹⁷⁶

The Council has been working towards the Council target of reducing the emissions from own operations by 50% by 2022, based on existing CRC baselines. The 2008 CO₂ baseline taken for the CRC was 41,306 tonnes per year. Against the same baseline, the figure for 2017-18 was 25,961 tonnes. This is a 36.7% reduction on 2008 and work is ongoing. We have largely achieved this through a mixture of energy efficiency, building improvements and capital investments and the consolidation of accommodation.

Number of households experiencing fuel poverty

Fuel poverty is defined as spending more than 10% of disposable income on heating to minimal standard. Over 7,000 households in Southwark are living in fuel poverty (6.4% of all households). However fuel poverty is unequally distributed throughout the borough.¹⁷⁷

3) Decentralised energy

Number of households attached to SELCHP

The waste that cannot be recycled, reused, or recovered through processing in some way is incinerated at the SELCHP (South East London Combined Heat and Power) plant just across the border in Lewisham. This plant produces heating and hot water that supplies approximately **2,600** properties of nearby Southwark housing estates (fed from boiler houses at Abbeyfield, Clements Road, Pedworth and Tissington). The expansion of this network is being considered as part of a wider decentralised energy strategy and the regeneration of the Old Kent Road, exploring extending SELCHP links to Canada Water, Osprey Estate, the Old Kent Road Opportunity Area and Peckham.

Issues

- CO₂ reduction is overall occurring in the borough, however not at a quick enough rate
- Industry and commercial sector has reduced by 45% in the period 2007-2017 whilst domestic has decreased by roughly 37%
- Smart metering could be a method towards continuing to reduce consumption
- Expanding our SELCHP heat networks towards Peckham and Canada Water requires more data and analysis, could involve heat metering to discourage wastage, could involve new technologies, could involve some long-term investment between partners (Veolia and Southwark)
- CO₂ tends to dominate the direction of clean energy policy and actions. On the other hand the impacts of NO_x are proportionately underrated in decisions.
- Predominance of the Urban Heat Island will increase as development increases, localised figures are required to be developed
- Air Source Heat Pump is a project undertaken by the council to change carbon behaviours however this still needs to be better understood

¹⁷⁶ LB Southwark, 'Scrutiny Committee Briefing: Climate Strategy – progress update' (published 24th September 2019)

¹⁷⁷ LB Southwark, 'Annual Public Health Report for Southwark 2019 (published February 2019)

- With 86.5% of the borough's carbon emissions not directly controlled by the Council, meeting CO2 reduction targets will only be fully achieved by influencing the borough's businesses, residents, landlords and building owners¹⁷⁸.

Data gaps and updates

- There is a lack of understanding of post-occupancy energy use and demand. Current decisions surrounding energy are based upon modelling of expected demand; however there is a discrepancy between modelling and real data. This understanding would provide more certainty to and build a stronger case for implementing decentralised and cleaner energy in the borough.
- Data needs to be updated
- Need a better understanding of the effects of climate change and adaptation measures at the local Southwark level.
- Data is needed to measure the proportion of energy generated from renewable sources.
- Data is needed to quantify energy efficiency and adaptation of existing building stock as per DECC, 2012.

¹⁷⁸ LB Southwark, 'Energy and Carbon Reduction Strategy' (adopted September 2011)

Air Quality

Overview

Baseline indicators

The following indicators were used to characterise air quality in the borough and included in the sustainability appraisal framework.

Baseline indicators	
	Concentration level of NO ₂
	Concentration level of PM ₁₀
	Concentration level of PM _{2.5}

Contextual characteristics

The following information provides contextual characteristics of the borough and is not included in the appraisal framework.

Contextual characteristics	
1) Air Quality Monitoring	Air quality monitoring stations

Description

1) Air Quality Monitoring

Air Quality monitoring stations

In 2022, Southwark has six automatic air quality monitoring stations. Southwark also has an extensive network of diffusion tubes monitoring NO₂. Spread throughout the borough there are 90 diffusion tubes at 86 sites across Southwark¹⁸¹.

The six automatic air quality monitoring stations measure air pollution every hour. They monitor Oxides of Nitrogen (NO + NO₂, collectively referred to as NO_x), particulate matter (PM₁₀) and (PM_{2.5})¹⁸²

Concentration level of NO₂, PM₁₀ and PM_{2.5}

In 2022, none of the NO₂ Automatic Monitoring Stations in Southwark recorded exceedances of the hourly mean >200µg.m-3 objective permitted, meeting the NO₂ short term Air Quality Objective which permits exceedance of the hours mean >200µg.m-3 for 18 hours per year. The annual Mean NO₂ Ratified and Bias-adjusted Monitoring Results (µg/m³) calculated by the average of all monitoring stations and diffusion tubes us was 26.5 µg/m³ in 2022 which decreased substantially from 49.95 µg/m³ in 2016.¹⁸⁵

¹⁸¹ Two AQMS sites have three co-located NO₂ tubes: Elephant & Castle, and Old Kent Road. The remaining diffusion tube is used as a 'travel blank' necessary for accurate analysis

¹⁸² Air Quality Annual Status Report, Southwark Council, 2023, available at: <https://www.southwark.gov.uk/environment/air-quality/what-we-re-doing/air-quality-strategies-plans-and-letters?chapter=2>

¹⁸⁵ Air Quality Annual Status Report, Southwark Council, 2023, available at: <https://www.southwark.gov.uk/environment/air-quality/what-we-re-doing/air-quality-strategies-plans-and-letters?chapter=2>

In 2022, the average PM₁₀ annual mean concentrations across all the monitoring stations in Southwark was 17 µg/m³ which meet the national Air Quality Objective. This was a substantial reduction from the average 25 µg/m³ in 2016¹⁸⁶.

In 2022, the fine particular matter (new method concentrations of total PM_{2.5}) was recorded 10.3 µg/m³. This data measures annual concentration of fine particulate matter at an area level, adjusted to account for population exposure. This was a reduction from 12.7 µg/m³.¹⁸⁷

Issues

- Transport contributes to the majority of pollution in the borough. This is particularly so, near large arterial roads throughout the borough and increased exposure to populations living within proximity to major roads, especially vulnerable groups such as children, the elderly and those with existing medical conditions. Air pollution has significant implications on health and life expectancy and is said to be the second largest contributor to deaths after smoking.
- Major hotspots for poor air quality are on the Transport for London Road Network, over which the borough has limited direct control. This reduces the borough's ability to improve air quality from vehicular traffic.
- Measures taken to reduce pollution, particularly targeting transport will have wider benefits to health, wellbeing and open spaces.

¹⁸⁶ Air Quality Annual Status Report, Southwark Council, 2023, available at: <https://www.southwark.gov.uk/environment/air-quality/what-we-re-doing/air-quality-strategies-plans-and-letters?chapter=2>

¹⁸⁷ Southwark Air Quality Action Plan 2023-2027", Southwark Council, 2023, available at: <https://www.southwark.gov.uk/assets/attach/169719/Southwark-Air-Quality-Action-Plan-2023-to-2027.pdf>

Transport

Overview

Baseline indicators

The following indicators were used to characterise transportation in the borough and included in the sustainability appraisal framework.

Baseline indicators	
	Journey to work by mode ¹⁹²
	Frequency of Cycling as mode of transport in the borough ¹⁹³

Contextual characteristics

The following information provides contextual characteristics of the borough and is not included in the appraisal framework.

Contextual characteristics	
1) Transportation patterns	Method of transportation
	Casualties
	Car ownership
2) Parking and Charging Points	Controlled Parking Zones
	Electric vehicles
3) Carbon Emissions	Transport-related CO ²

Description

Southwark adopted its Movement Plan in 2019. This document is supported by the most recent Annual Monitoring Report to Delivering the Transport Plan which was published in December 2018. The Movement Plan has replaced Southwark's Transport Plan (2010). The objectives of the Movement Plan include encouraging sustainable travel choices and promoting active lifestyles, increasing the share of walking and cycling trips, reducing the number of casualties and reducing CO² emissions from road transport. With an increasing population and workforce in Southwark, it will be important that development contributes towards shaping sustainable travel choices, reducing pollution and improving safety in the future.

¹⁹² LB Southwark, 'Annual Monitoring Report 2017/18: Delivering Southwark's Transport Plan: A summary of the progress made in achieving the targets set out in the Southwark Transport Plan 2011' (published December 2018)

¹⁹³ LB Southwark, 'Movement Plan 2019' (adopted April 2019)

1) Transportation patterns

Reduction of people killed or seriously injured in road accidents

There has been a 32% decline in people killed and seriously injured on the streets and only a 1% increase in slight injuries 2005-2009 average baseline. However, we support Vision Zero principles that no number of deaths or serious injuries is acceptable and the ambition set out in the MTS of reducing fatalities and serious injuries on our streets to zero.

The number of casualties in which people are killed or seriously injured (KSI) appears to be decreasing and number of slight and all casualties has been stationary in recent years. Casualties are higher than the inner and greater London borough averages. The number of cyclist casualties is increasing in line with the growth in cycling.

In total of 5,325 casualties were recorded in Southwark between 2012 to 2016 including, there were 417 serious casualties and 26 fatalities. Of these serious and fatal accidents, 25% involved a powered two wheeler rider, 30% involved a cyclist and 33% involved a pedestrian. 36 HGVs are involved in 58% of fatalities in Southwark. Generally, young people from 20 to 29 are most at risk and the number of casualties decrease with increasing age. Young males aged 16 to 24 years old on motorcycles are the most at risk.¹⁹⁵

Frequency of Cycling as mode of transport

Since 2006, private motor vehicle trips have been decreasing as a percentage of the total trips and the percentage of trips on rail and the underground/DLR has increased. Percentage trips on foot and by bus have remained fairly stable. Cycling levels in the borough have increased from 3.3% (2008/11 average) to 4.3% (2009/12 average) which equates to an additional 10,200 trips by bike per day.

Journey to work by mode

88% of traffic on our streets is cars and taxis, with the remaining 12% being buses, vans and larger vehicles. There has been no real change to these numbers since 2010. TfL estimate that delivery and servicing movements by Light Goods Vehicles (LGV) are expected to grow by 22% by 2031. We need to manage trips carefully to ensure that safety is not compromised for people walking, cycling and using public transport. Our first step must be to look to reducing competition for space on our kerbside by lowering the amount of individual freight trips in the borough.

- Rail – 8%
- Underground/DLR – 8%
- Bus/tram – 24%
- Taxi/other public – 1%
- Car/motorcycle – 23%
- Cycle – 4%
- Walking – 30%

¹⁹⁵ LB Southwark, 'Movement Plan 2019' (adopted April 2019)

Car ownership

Car ownership is static in the general population but for young people it is decreasing as is attainment of driving licenses. People are starting to drive later and drive less when they do start. It is likely that this behaviour will remain throughout their lives.

Southwark's transport strategy 2023 – 2030 set out the target to reduce the proportion of journeys by car from 21% to 13% by 2030. To achieve this, we need to be more ambitious than we currently are. Steps we plan to take include:

- Introducing a borough wide CPZ;
- Supporting car clubs models that reduce car ownership;
- Reviewing parking charges to charge most polluting vehicles more; and
- Ensuring consistency in parking restrictions on our streets or on our housing estates.

2) Parking and Charging Points

Electric vehicles

Electric vehicles (EV's) are an important and growing part of the vehicle fleet. EV's are about 20% more efficient than petrol vehicles, but there is no guarantee that they will reduce pollution. As emissions from tailpipes decrease as vehicle technology improves, particulates from brake and tyre wear become more important to address as an issue.

Controlled Parking Zones

At the end of 2018 there were 25 CPZs in Southwark, covering approximately 800 streets and 48% of the borough. This is low by London standards.

The ULEZ will cover the Congestion Charging Zone and come into effect from 2020. Subject to public consultation, ULEZ would set an emissions requirement for all types of vehicles entering central London with charges for noncompliance, discouraging all but the cleanest vehicles. The Mayor's Transport Emissions road map has identified an opportunity to apply the principles of the ULEZ in other areas of London. This could be in the form of Low Emission Neighbourhoods (LENS), which would be targeted in local hotspot areas of poor air quality.¹⁹⁶

3) Carbon Emissions

Transport-related carbon emissions

Drivers of reductions in transport-related CO2 emissions include the on-going long-term trend of vehicle fuel efficiency improvements driven by EU legislation, regional measures to drive modal shift, the decarbonisation of grid electricity and related incentives for electric vehicles and UK policy to increase the share of bio-fuel in transport fuel from 5 to 10% in the lead up to the 2020 renewables target¹⁹⁷. The council already has a comprehensive focus on encouraging modal shift. This includes managing demand via car clubs, investing in cycling and walking infrastructure, cycle parking and working with public transport providers; encouraging sustainable travel choices through school and workplace travel plans and encouraging smarter driving to reduce emissions and improve air quality¹⁹⁸.

¹⁹⁶ Mayor of London, 'Ultra Low Emission Zone for London' (2019)

¹⁹⁷ Government Office for Science, 'Future of Mobility: Decarbonising road freight' (published February 2019)

¹⁹⁸ LB Southwark, 'Movement Plan 2019' (adopted April 2019)

Issues

- There is a need to alleviate current and future capacity on trains, DLR, buses and local roads ongoing discussions regarding the Bakerloo Line Extension into our Old Kent Road regeneration area may support this.
- Parking is an on-going issue. There is a need to reduce parking as a disincentive to drive and subsequently alleviate congestion and improve air quality. This may include reviewing parking hours and parking associated with developments.
- There is a need to further encourage active modes of transport, particularly for local trips.
- There is a need to address road space conflicts between cyclists, pedestrians and motorists. This is particularly pertinent for 'pinch points' which have been identified through modelling.
- Locations of end of trip facilities such as bicycle parking and electric vehicle recharge points is also another issue given space constraints.

Data Gaps and Updates

Whilst Census 2021 has a new data for Journey to Work by mode. However, Census 2021 took place during a national lockdown. People who were furloughed (about 5.6 million) were advised to answer the transport to work question based on their previous travel patterns before or during the pandemic. This means that the data does not accurately represent what they were doing on Census Day. Hence, this variable cannot be directly compared with the 2011 Census Travel to Work data.

Biodiversity

Overview

Baseline indicators

The following indicators were used to characterise biodiversity in the borough and included in the sustainability appraisal framework.

Baseline indicators	
	Number of SINC sites ¹⁹⁹
	Number of Local Nature Reserve Sites ²⁰⁰
	Number of New Protected Sites ²⁰¹

Contextual characteristics

The following information provides contextual characteristics of the borough and is not included in the appraisal framework.

Contextual characteristics	
1) Biodiversity monitoring	Wildlife recording ²⁰²

Description

Southwark has a rich ecological resource with 516 hectares natural greenspace within the borough, including the Thames. Southwark has over 215 parks and open spaces. Of these sites 65 are designated as Sites of Importance for Nature Conservation (SINC) including 7 Local Nature Reserves (LNR's). Not all are publically accessible as railsides, golf courses, allotments and private land are included.

Biodiversity monitoring

Number of Local Sites of Importance for Nature Conservation (SINCs) in Southwark

There are 65 SINC sites in Southwark, 5 are of Metropolitan Importance, 17 are of Borough Grade 1 importance, 22 are of Borough Grade II importance and 28 are of Local Importance. Saved Southwark Plan policy 3.28 protects SINC sites from inappropriate development and seeks enhancements for these sites. The New Southwark Plan proposes to revise the SINC designations of Borough Grade I and Borough Grade II to just Borough Importance.

Number of Local Nature Reserve Sites

Southwark has 7 Local Nature Reserves (LNR's) totalling 50.93ha, these are listed below.

- Sydenham Hill Wood
- Nunhead Cemetery
- Lavender Pond
- Dulwich Upper Wood
- One Tree Hill

¹⁹⁹ LB Southwark, 'Draft Biodiversity Action Plan 2020. Protecting Biodiversity and Making Nature Accessible for All' (in consultation 2019)

²⁰⁰ *ibid*

²⁰¹ *ibid*

²⁰² *ibid*

- Stave Hill Ecological Park
- Russia Dock Woodland

Number of New Protected Sites²⁰³

Biodiversity Net Gain is one of the key themes of the Biodiversity Action Plan (2019), and the creation of new protected sites designation allocated as part of the New Southwark Plan has identified **17 new sites** for designation as SINC's. This works towards the overarching environmental strategy for the UK (BAP) 'A green future' 25 Year Environmental Plan (DEFRA 2018) has been adopted and contains key targets for biodiversity including creating a Nature Recovery Network.

Habitat	By 2025	By 2050
Species-rich woodland	20 ha	200 ha
Flower-rich grassland	50 ha	250 ha
Rivers and streams	10 km	40 km
Reedbeds	5 ha	30 ha

Table 9: Habitat creation targets for London

Wildlife Recording²⁰⁴

Understanding what species are present is important in managing habitats and measuring success. To enable individuals and groups to share wildlife sightings Southwark Council has an interactive mapping tool. See link.

<https://geo.southwark.gov.uk/connect/analyst/mobile/#/main?mapcfg=Wildlife%20sightings%20and%20reporting>

Citizen science can also contribute to recording specific species.

Southwark Council has a Service Level Agreement with the London Records Centre, Greenspace Information for Greater London CIC (GiGL).which provides up to date data on species and habitats and land designations.

Issues

Southwark Council declared a climate emergency in March this year; this is inexorably linked to the biodiversity crisis. Creation of green infrastructure can help adaptation and to mitigate the impacts of climate change.

Data Gaps and Updates

None identified.

²⁰³ ibid

²⁰⁴ ibid

Open Spaces

Overview

Baseline indicators

The following indicators were used to characterise open spaces in the borough and included in the sustainability appraisal framework.

Baseline indicators	
1) Provision of open space	Number of Open Spaces per 1,000 people ²⁰⁵
	Provision of Public Parks per 1,000 people ²⁰⁶
	Number of Allotments (Community gardens) ²⁰⁷
2) Satisfaction with open space	Satisfaction with natural greenspace provision

Contextual characteristics

The following information provides contextual characteristics of the borough and is not included in the appraisal framework.

Contextual characteristics	
3) Open space monitoring	Predicted impact of population growth on open space provision ²⁰⁸
	Areas of Deficiency in access to nature ²⁰⁹

Description

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. The survey of open spaces we prepared for our Open Space Strategy (2013) identified 215 open spaces in the borough which together comprise some 605.5 hectares of land, around 21% of the total land area in the borough. Around 58% are publically accessible.

1) Provision of open space

Number of Open Spaces per 1,000 people

Southwark has many natural greenspaces and sites of importance for nature conservation. As with public parks, levels of greenspace vary in different areas of the borough. The borough's natural greenspace standard is 1.5 hectares per 1,000 population. Greenspace standards for each sub-area at present are as follows²¹⁰:

²⁰⁵ LB Southwark, 'Open Space Strategy' (adopted 2013)

²⁰⁶ *ibid*

²⁰⁷ *ibid*

²⁰⁸ *ibid*

²⁰⁹ *ibid*

²¹⁰ *ibid*

- Aylesbury and Walworth: 2.24 ha
- Bankside, Borough and London Bridge: 1.22 ha
- Bermondsey and Old Kent Road: 0.36 ha
- Camberwell: 0.47 ha
- Canada Water and Rotherhithe: 4.44 ha
- Dulwich: 4.23 ha
- Elephant and Castle: 0.38 ha
- Peckham and Nunhead: 1.92 ha.

Provision of Public Parks per 1,000 people²¹¹

Open space provides essential habitats for plants and wildlife, in turn improving soil regeneration, water absorption and filtration. The Open Space strategy (2013) identified that there is a total of 0.85ha of park provision per 1,000 population. This is expected to fall to 0.72ha of park provision per 1,000 population in 2026, taking into account the projected increase in population of 54,000 people between 2011 and 2026. The residents' survey revealed that Southwark has a relatively high level of satisfaction with the current levels of provision and quality of open space. When combined with the results of the benchmarking exercise of open space provision in other London authorities, it is considered that a standard of 0.72ha per 1,000 population is realistic. The sub-areas which fall below the 0.72ha per 1,000 population, and should be prioritised for additional park provision, are:

- Bankside, Borough and London Bridge;
- Bermondsey and Old Kent Road;
- Camberwell; and
- Elephant and Castle

Number of Allotments (Community gardens)

Our site surveys have shown that about 15.3 ha of land across the borough is used for allotments and a further 2.9 ha is used as community gardens. The vast majority of allotment provision is located in the south of the borough, with 8.5ha located in Dulwich and 5.9ha located in Peckham and Nunhead. By contrast, the majority of community gardens are located in the north of the borough. Canada water and Rotherhithe is the only area with no provision.

2) Satisfaction with open space

Satisfaction with the quality of open space

A telephone survey carried out with the Open Space Strategy (2013) suggested that most people consider the quality of open spaces to be either good or very good, with highest satisfaction levels for allotments (92%), large open spaces (86%) and the Thames Path (88%).

Satisfaction with natural greenspace provision

The Open Space strategy (2013) identified that there is a total of 1.79ha of natural greenspace provision per 1,000 population. This is expected to fall to 1.51ha of park provision per 1,000 population in 2026, taking into account the projected increase in population of 54,000 people between 2011 and 2026. The residents' survey revealed that Southwark has a relatively high level of satisfaction with the current levels of provision natural greenspace and, as such, it is considered that a standard of 1.51ha per 1,000 population is realistic. The sub-areas which fall below the 1.51ha per 1,000 population, and should be prioritised for additional natural greenspace provision, are:

²¹¹ ibid

- Bankside, Borough and London Bridge;
- Bermondsey and Old Kent Road;
- Camberwell; and
- Elephant and Castle

3) Open space monitoring

Predicted impact of population growth on open space provision²¹²

The purpose of the standards identified in the Open Space Strategy 2013 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. All current figures are expected to decrease per population access to open space due to projected increase in population of 54,000 people between 2011 and 2026.

Areas of deficiency in access to nature²¹³

The Open Space strategy identifies that all residents within the borough should have access to areas of formal and informal play provision for children and teenagers within 400m from home. Accessibility standards for different types of children's play provision should follow the GLA guidance as follows:

- small areas of play for younger children (maximum 100m walk);
- local facilities (maximum 400m walk); and
- larger equipped areas of play for older children (maximum 800m walk).²¹⁴

Deficiency in access is quantified on a case-by-case basis and is therefore not possible to integrate into a baseline indicator.

Issues

- There is a clear need for additional allotment space to meet unmet demand. The Open Space Strategy identified at least 797 people on the waiting list for allotment spaces in the borough. At most sites, the waiting list is up to 10 years, although there may be a limited number of sites where waiting lists are around 1-2 years.
- The projected increase in population will result in diminishing access to public open space per 1,000 population, which will require minimising through designation of new open space.
- The NSP has already proposed an addition of 17 protected sites of open space and these figures will be continuously reviewed throughout the adoption of the plan.

Data Gaps and Updates

As population projections change, figures in the baseline data tables will change. The adequate levels of increase in public open space provision are dependent on the responsiveness of population projections as part of regeneration and growth in the borough.

²¹² *ibid*

²¹³ *ibid*

²¹⁴ *ibid*

Soil Overview

Baseline indicators

The following indicators were used to characterise soil and contaminated land in the borough and included in the sustainability appraisal framework.

Baseline indicators	
	Number of open space (hectares per 1,000 people)

Contextual characteristics

The following information provides contextual characteristics of the borough and is not included in the appraisal framework.

Contextual characteristics	
Site Contamination	Remediation of previously contaminated sites ²¹⁵
	Potentially contaminated sites ²¹⁶

Description

Number of Open Spaces per 1,000 people

Open space is an important habitat for plants and wildlife, which in turn promotes soil regeneration, and its water absorption and infiltration. Southwark has many natural greenspaces and sites of importance for nature conservation. As with public parks, levels of greenspace vary in different areas of the borough. The borough's natural greenspace standard is 1.5 hectares per 1,000 population. Greenspace standards for each sub-area at present are as follows²¹⁷:

- Aylesbury and Walworth: 2.24 ha
- Bankside, Borough and London Bridge: 1.22 ha
- Bermondsey and Old Kent Road: 0.36 ha
- Camberwell: 0.47 ha
- Canada Water and Rotherhithe: 4.44 ha
- Dulwich: 4.23 ha
- Elephant and Castle: 0.38 ha
- Peckham and Nunhead: 1.92 ha.

Contaminated Land

Remediation of previously contaminated sites

²¹⁵ ibid

²¹⁶ ibid

²¹⁷ ibid

Southwark's approach to contamination can be found in our Contaminated Land Inspection Strategy (2012-2017). To date we have successfully effected contaminated land remediation via the planning system and by voluntary remediation. We have implemented a system of work which ensures that all historically contaminated or Brownfield sites are properly investigated and remediated, where required, with responsibility to properly address contamination found lying initially with the owner and or the developer of the site.

Potentially Contaminated sites

In 2008/9, a total of 2016 potentially contaminated sites were identified in Southwark through examination of historic maps and other database.

From the 2016 sites identified, 1356 were found to be subject to sites uses that were considered non-polluting or low risk such as offices, dry goods warehouses, finish clothes manufacturing etc.

Issues

The decline in the industrial sector began around the 1950's. Today, Southwark is fast becoming one of London's most regenerated Boroughs with large projects covering over 40% of the Borough taking place in over eleven areas. The breadth and pace at which regeneration and development are taking place within the borough is having the consequential effect that much of the industrial and potentially contaminated land within Southwark is being investigated and remediated as a matter of course, through the planning process.

Data Gaps and Updates

None Identified.

Flood risk, water resource and quality

Overview

Baseline indicators

The following indicators were used to characterise flood risk, water resource and quality in the borough and included in the sustainability appraisal framework.

Baseline indicators	
	Domestic Water Demand across the entire borough, as a proxy measure of water consumption (expected) ²¹⁸
	Number of planning permissions granted contrary to the advice of the Environment Agency on flood defence & water quality grounds ²¹⁹ (to be updated)
	Quality of water at consumer's tap (zones) – against National Standards (number of tests failed) Thames Water Aggregated ²²⁰

Contextual characteristics

The following information provides contextual characteristics of the borough and is not included in the appraisal framework.

Contextual characteristics	
Flood Risk	Defenses against Thames Flooding ²²¹
	Surface Water Management ²²²
Water Supply	Provider

Description

Flood Risk

Defences against Thames flooding

Defences against Thames flooding is included in Southwark's Strategic Flood Risk Assessment (SFRA) and reflect policy from the Thames Catchment Flood Management Plan²²³ and Thames Estuary 2100²²⁴ will help manage flood risk from the Thames over the next 50 to 100 years. Whilst the Thames Barrier and flood walls along the riverside provide a degree of protection, consideration needs to be given to their potential failure or inability to contain very high floods as a result of climate change. Under the TE2100 plan, the recommended measures for defences within Southwark include:

²¹⁸ LB Southwark 'Old Kent Road Integrated Water Management Strategy (2018)' (published May 2018)²¹⁹ LB Southwark, 'Local Development Framework: Southwark Annual Monitoring Report 7 (April 2010 – March 2011)' (published 2011)

²¹⁹ LB Southwark, 'Local Development Framework: Southwark Annual Monitoring Report 7 (April 2010 – March 2011)' (published 2011)

²²⁰ DEFRA, 'Drinking Water Inspectorate's Annual Report (DWI)', *Data summary tables for Thames Water (TMS)* <http://dwi.defra.gov.uk/about/annual-report/2018/company-data/tms.pdf> (published 11 July 2019)

²²¹ LB Southwark 'Strategic Flood Risk Assessment (January 2017)' (published January 2017)

²²² *ibid*

²²³ Environment Agency 'Managing flood risk through London and the Thames Estuary (TE2100 Plan) November 2012' (published November 2012)

²²⁴ Environment Agency 'Thames Catchment Flood Management Plan (summary report December 2009)' (published December 2009)

- An ongoing programme of inspection, maintenance, repair and replacement of defences;
- Raising of all flood defences by up to 0.5 m by 2065; and
- Raising of all flood defences by an additional 0.5 m by 2100. This allows for projected increases in sea level to 2135.

Surface Water Management

The Council has undertaken a Surface Water Management Plan²²⁵ for the whole borough which includes consideration of flooding from sewers, drains, groundwater and runoff from land, small watercourses and ditches that occurs as a result of heavy rainfall. Analysis of the number of properties at risk of flooding has been undertaken for the rainfall event with a 1 in 100 probability of occurrence in any given year (1% Annual Exceedance Probability, AEP). A review of the results demonstrate that 33,220 residential properties and 2,870 non-residential properties could be at risk of surface water flooding of greater than 0.03m depth during a rainfall event with a 1 in 200 annual chance of occurring. Of those, approximately 560 residential properties and 80 non-residential properties are estimated to be at risk of flooding to a depth of greater than 0.5m during the same modelled rainfall event.

The northern half of the borough is within the Thames flood plain, which contains over two thirds of Southwark's properties in well established communities. A large part of the borough is located within the indicative flood zone 3, which has the highest level of risk. The flood plain area also contains major regeneration and growth areas of importance to Southwark and London. However, it should be noted that all of the land in the borough is defended by the Thames Barrier and defences so that the risk from tidal flooding is a residual risk.

Number of planning permissions granted contrary to the advice of the Environment Agency on flood defence & water quality grounds²²⁶

For the financial year 2008/2009, no planning permissions were granted contrary to Environment Agency advice on flooding or water quality grounds, reflecting the borough's positive approach to protecting the flood plain from inappropriate development. A more up-to-date review of any planning permissions granted contrary to the advice of the Environment Agency will be submitted when the analysis is completed.

²²⁵ LB Southwark 'Strategic Flood Risk Assessment (January 2017)' (published January 2017)

²²⁶ LB Southwark, 'Local Development Framework: Southwark Annual Monitoring Report 7 (April 2010 – March 2011)' (published 2011)

Water Demand

Domestic Water Demand across the entire borough, as a proxy measure of water consumption (expected)²²⁷

To remain sustainable London needs to reduce the level of water consumption per person. Currently the average Londoner consumes 164 litres/day (l/d) around 20 l/d, which is above the national average of 150 l/d²²⁸. Projections for population growth in London and in the wider south-east will mean that new strategic water resources will be required. The need for this is exacerbated by the climate change predictions of more sporadic and intense rainfall and a higher likelihood of droughts, as well as the need to protect the water environment following Water Framework Directive requirements.

Baseline water consumption has been estimated by considering the modelled demand information supplied by Thames Water. The data included daily demands for each District Metered Areas (DMAs) within the OKR OA. No more borough-specific data could be found. Domestic demand was at 111.33 and non-domestic demand at 35.65 litres per day

Water supply Provider

Thames Water currently supplies water to Southwark. Thirty-five per cent of the water Thames water supplies is pumped from natural underground reservoirs called aquifers. The other 65 per cent is pumped from rivers. However, the vast majority of river water is supplied from aquifers, making groundwater the most important source of water.

Currently, all mains water is treated to drinking standard. This is an expensive and energy intensive process, particularly considering that at least 40% of water consumed in homes and workplaces does not need to be of drinkable quality (for example water used for flushing toilets, washing laundry and watering parks and gardens). The current policy target for major housing development is to achieve a potable water use target of 105 litres per person per day.

Quality of water at consumer's tap (zones) – against National Standards (number of tests failed) Thames Water Aggregated²²⁹

There is also increasing awareness and concern about micro-pollutants such as pharmaceuticals, micro-plastics, endocrine disruptors and metals. The Priority Substances Directive supplements the Water Framework Directive by establishing environmental quality standards for 'priority substances' and 'priority hazardous substances'. There are already targets in place for some substances, with future targets agreed for additional substances. This list of substances is updated periodically and there are a number of additional substances on the watch list for potential future inclusion.

These targets have been set by DEFRA and tested for the number of times that they fail (Thames Water aggregated).

Issues

²²⁷ LB Southwark 'Old Kent Road Integrated Water Management Strategy (2018)' (published May 2018)²²⁸ Greater London Authority (GLA), New London Plan emerging 2019

²²⁸ Greater London Authority (GLA), New London Plan emerging 2019

²²⁹ DEFRA, 'Drinking Water Inspectorate's Annual Report (DWI)', *Data summary tables for Thames Water (TMS)* <http://dwi.defra.gov.uk/about/annual-report/2018/company-data/tms.pdf> (published 11 July 2019)

The discrepancy between Southwark's maintenance target for water demand at 105 litres per day and what is currently being achieved from the study at 111.35 litres per day.

Data Gaps and Updates

- Water demand in Southwark was most recently modelled in regard to the Old Kent Road Opportunity Area²³⁰
- The baseline data does not yet exist for the entire borough but is an average of the entire opportunity area
- More detailed analysis will be required at a later stage in each growth area in order to determine the exact volumes, and detailed design of the required infrastructure undertaken
- A more up-to-date review of any planning permissions granted contrary to the advice of the Environment Agency on flood defence and water quality grounds will be submitted when the analysis is completed
- Water quality is aggregated to Thames Water source, therefore not taking into consideration private providers or issues that may arise specific to the transportation of water to Southwark's homes.

²³⁰ LB Southwark 'Old Kent Road Integrated Water Management Strategy (2018)' (published May2018)

Waste Overview

Baseline indicators

The following indicators were used to characterise waste in the borough and included in the sustainability appraisal framework.

Baseline indicators	
	Recycling and composting rate (%) ²³¹
	Amount of municipal waste diverted from landfill (recovery rate %) ²³²
	Total household waste collected (tonnes) ²³³

Contextual characteristics

The following information provides contextual characteristics of the borough and is not included in the appraisal framework.

Contextual characteristics	
Waste Processing	London Plan targets for waste processing ²³⁴
	Targets of the Southwark waste management strategy 2003-2021 ²³⁵
	Integrated Waste Management Facility (IWMF) ²³⁶

Description

Waste processing

London Plan targets for waste processing

Government has set targets for local authorities to increase recycling rates and reduce the amount of waste going to landfill. The Mayor has also set waste targets for the borough through the London Plan including the need to allocate enough land to process at least 243,000 tonnes (municipal as well as commercial) of waste by 2016, at least 275,000 tonnes by 2021 and at least 343,000 tonnes of waste by 2031. This will help meet the London-wide target of processing at least 85% of the city's waste within London by 2020.

²³¹ LB Southwark 'Waste Management Strategy 2003-2021' (published 2003)

²³² *ibid*

²³³ *ibid*

²³⁴ Greater London Authority (GLA), New London Plan emerging 2019

²³⁵ LB Southwark 'Waste Management Strategy 2003-2021' (published 2003)

²³⁶ *ibid*

Total household waste collected (tonnes)²³⁷, Recycling and composting rate (%)²³⁸ and Amount of municipal waste diverted from landfill (recovery rate %)²³⁹

The table below sets out the figures related to waste processing in Southwark between 2010/2011 and 2014/2015.

	2010/11	2011/12	2012/13	2013/14	2014/15
Total household waste collected (tonnes)	110,236	106,121	111,081	116,663	118,814
Recycling and composting rate (%)	25.14%	27.43%	30.41%	34.30%	34.58%
Amount of municipal waste diverted from landfill (recovery rate %)	63.34%	79.65%	69.49%	86.40%	95.29%

Source: Waste strategy and Policy – Targets and Performance

Total household waste collected (tonnes)

Total tonnes of household waste collected in 2014/15 were 118,814. This increase in waste is related to the increase in population. Targets of the Southwark waste management strategy 2003-2021 was that a reduction in the amount of municipal solid waste generated in Southwark to below 3% by 2005, and below 2% by 2010. In real terms, due to population growth the absolute amount of waste will rise but the strategy aims to deliver a decrease in the actual rate of growth.

Recycling and composting rate (%)

Most recent figures suggest that 34.58% was the recycling and composting rate in 2014/15. Targets of the Southwark waste management strategy 2003-2021 was that an achievement of 30% recycling and composting standards for household waste by 2010-11 and 40% by 2015-16 and 50% standards by 2020-21.

Amount of municipal waste diverted from landfill (recovery rate %)

Most recent calculations suggest that 95.29% of municipal waste was diverted from landfill in 2014/15. Targets of the Southwark waste management strategy 2003-2021 was that a recovery of value from 45% of municipal solid waste by 2010-11, 67% by 2015-16 and 75% by 2020-21.

²³⁷ *ibid*

²³⁸ LB Southwark 'Waste Management Strategy 2003-2021' (published 2003)

²³⁹ *ibid*

Integrated Waste Management Facility (IWMF)

Southwark is involved in a joint partnership to meet waste apportionment targets called the South East London Waste Joint Waste Partnership Group. Members of the group pool their apportionment requirements, allowing them collectively to meet their aggregated apportionment total is met. This is acceptable under the London Plan 2016 as boroughs are not required to meet either the municipal or commercial/industrial apportionment figures individually.

The IWMF has current actual throughput of 173,000 tonnes per annum (excluding the waste transfer and household waste reuse and recycling functions (2017 figure)). The proportion of the IWMF's waste processing capacity which contributes to the borough's apportionment target is, at 2016, 104,850 tonnes per annum (tpa). The borough's prescribed apportionment target is 172,000tpa, representing a shortfall of 67,150tpa in throughput capacity. According to the London Plan 2016, in 2036 the borough is required to have the capacity to meet an apportionment target of 247,000tpa. Where the modelled capacity of the IWMF at 2036 is 111,150tpa, there is an anticipated shortfall of 135,850tpa.

Issues

No issues are identified

Data Gaps and Updates

No data gaps are identified

Noise Overview

Baseline indicators

The following indicators were used to characterise noise monitoring in the borough and included in the sustainability appraisal framework.

Baseline indicators	
	The rate of complaints about noise ²⁴⁰

Contextual characteristics

The following information provides contextual characteristics of the borough and is not included in the appraisal framework.

Contextual characteristics	
Harm Caused by Noise	The percentage of the population exposed to road, rail and air transport noise of 65dB(A) or more, during the daytime ²⁴¹
	The percentage of the population exposed to road, rail and air transport noise of 65dB(A) or more, during the daytime ²⁴²

Description

Noise Complaints

The rate of complaints about noise in Southwark is 18.7 per 1000²⁴³ in 2015/16. This has been decreasing in recent years however is worse than both the London and National Average

Issues

No issues

Data Gaps and Updates

No data gaps

²⁴⁰ Public Health England, 'Wider Determinants of Health' <https://fingertips.phe.org.uk/profile/wider-determinants/data#page/1/gid/1938133043/pat/6/par/E12000007/ati/102/are/E09000028> (accessed 29 November 2019)

²⁴¹ *ibid*

²⁴² *ibid*

²⁴³ *ibid*

Play facilities

Overview

Baseline indicators

The following indicators were used to characterise play facilities in the borough and included in the sustainability appraisal framework.

Baseline indicators	
	Number of open spaces with play facilities ²⁴⁴
	Level of satisfaction with children's play facilities ²⁴⁵

Contextual characteristics

The following information provides contextual characteristics of the borough and is not included in the appraisal framework.

Contextual characteristics	
Play characteristics	Current participation rates in play ²⁴⁶

Description

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 Southwark Playing Pitch Strategy 2016, Southwark Physical and Activity and Sport Strategy (2014-2017), Southwark Health and Wellbeing Strategy (2015-2020) and Southwark Open Space Strategy (2013) inform policies for play facilities in the New Southwark Plan.

Current participation rates in play

The current participation rates indicate that 36.5% of adults (16+) participate in once a week sports, which is lower than the London average (37.4%) This has dropped in recent years from 40.4% in 2010/11.

Number of open spaces with play facilities

There are currently 78 open spaces that include some form of dedicated children's play provision, although there are a range of other amenity spaces which also include open space. Children need to be able to access play provision close to their home. Children find it difficult to travel long distances to use play areas, particularly if they have to cross busy roads. Lack of access to open space nearby, can mean that children have to rely on being supervised by parents or carers, which restricts a child's freedom to play.

²⁴⁴ LB Southwark, 'Open Space Strategy' (adopted 2013)

²⁴⁵ LB Southwark 'Playing Pitch Strategy' (published January 2016)

²⁴⁶ LB Southwark 'Southwark Physical and Activity and Sport Strategy (2014-2017)' (published 2014)

Level of satisfaction with Children's play facilities

The telephone survey carried out with the Open Space Strategy (2013) suggested that over 80% of respondents consider the quality of children's play space in the borough to be good or very good. The increase in population expected over the coming years will put pressure on the supply of children's playspace and it will be important to ensure that adequate provision for playspace is made with new developments.

Issues

No issues are identified.

Data Gaps and Updates

No data gaps are identified

Quality in Design and Conservation of Historic Environment

Overview

Baseline indicators

The following indicators were used to characterise quality in design and conservation of the historic environment in the borough and included in the sustainability appraisal framework.

Baseline indicators	
	Number of Historic environment assets (Conservation areas, listed buildings and monuments, and Archaeological Priority Zones) ²⁴⁷

Contextual characteristics

No further contextual characteristics of the borough are included in this section.

Description

Number of Historic environment assets (Conservation areas, listed buildings and monuments, and Archaeological Priority Zones)

Throughout the borough there are many attractive and historic buildings, monuments and sites that reflect Southwark's rich history and add to the unique character and identity of places. We currently have 45 conservation areas and around 2,200 listed buildings and monuments. The Tower of London, a World Heritage Site, is located across the river from London Bridge. There are also archaeological remains that cannot be seen that provide important evidence of our past. We have identified 6 Archaeological Priority Zones (APZs).

Issues

Protecting and enhancing the character and historic value of places are important issues to be considered in the future growth and regeneration of the borough. Well designed buildings and spaces will help improve people's quality of life and make places more attractive. This can also help attract businesses to the area. It is important that the design of a development is carefully thought through and takes into account how the development is part of a wider place and how a place's uniqueness and historic value can be used to stimulate regeneration and improvements.

Data Gaps and Updates

No data gaps are identified.

²⁴⁷ LB Southwark, 'Local Development Framework: Southwark Annual Monitoring Report 7 (April 2010 – March 2011)' (published 2011)

Conclusion

Only the baseline indicators have been selected for monitoring, as indicated and summarised in the following section.



Old Kent Road Area Action Plan
Proposed Submission Version

October 2024

Integrated Impact Assessment Appendices

Appendix 4: Sustainability Appraisal Framework

Old Kent Road Area Action Plan 2024 Integrated Impact Assessment: Document Locator	
No.	Title
Appendix 1	SEA Directive Requirement
Appendix 2	Relevant Plans, Programmes and Strategies
Appendix 3	Baseline Data – Facts and Figures
Appendix 4	Sustainability Appraisal Framework
Appendix 5	Assessment of the Strategy and Vision
Appendix 6	Assessment of the Strategic and Development Management Policies
Appendix 7	Assessment of the Sub Areas and Site Allocations
Appendix 8	Monitoring Indicators against Sustainability Objectives
Appendix 9	Baseline Indicators Table
Appendix 10	Options Testing
Appendix 11	Scoping Report Consultation Summary and link to OKR AAP Scoping Report
Appendix 12	Reasonable Alternatives Considered
Appendix 13	Mental Well-being Impact Assessment Screening
Appendix 14	OKR AAP References

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Appendix 4 – Sustainability Appraisal Framework

The following section sets out the appraisal framework for each sustainability objective by providing a list of prompt questions, which are used to elaborate the desired outcomes of achieving the objective and thus guide the assessment of policies set out in Old Kent Road Area Action Plan. To review the policies after they are implemented, a set of indicators are proposed in the right column to serve as the proxy measures for each objective's outcome.

IIA Objective	Prompt questions	Indicators/targets to monitor the effectiveness of the policy
<p>IIA01</p> <p>To tackle poverty and encourage wealth creation</p>	<ul style="list-style-type: none"> > Will it improve the range of job opportunities for all people? > Will it help to diversify the economy? > Will it increase the number of higher paid jobs in the borough? > Will it help reduce overall unemployment, particularly long-term unemployment? > Will it encourage the retention and / or growth of local employment and training opportunities in the most deprived areas? > Will it assist in providing land and buildings of a type required by businesses, for a range of employment uses? > Will it reduce poverty in those areas and communities / equalities groups most affected? > Will it improve access to low-cost transport and other facilities? > Will it provide for successful neighbourhoods for all? > Will it promote and enable tourism opportunities to be exploited, and employment created? > Will it result in a loss of employment land? 	<ul style="list-style-type: none"> • Increase number of employee jobs • Increase number of micro and small-to-medium sized enterprises • Decrease percentage of unemployed population • Decrease primary shopping frontage vacancy rates • Decrease secondary shopping frontage vacancy rates
<p>IIA02</p> <p>To improve the education and skill of the population</p>	<ul style="list-style-type: none"> > Will it provide opportunities to improve the skills and qualifications of the population, particularly for young people and adults? > Will it help improve employee education / training programmes? 	<ul style="list-style-type: none"> • Increase primary school places in accordance with the demand projections • Increase early education places in accordance with the demand projections

	> Will it help reduce skills shortages?	<ul style="list-style-type: none"> • Increase the proportion and number of residents who attain an NVQ4 or above • Reduce the proportion and number of residents with no qualification • Reduce the number and proportion of 16-17 years old not in education, employment or training
IIA03		
To improve the health of the population	> Will it promote and facilitate healthy living and active lifestyles amongst different groups?	<ul style="list-style-type: none"> • Increase life expectancy at birth for males and females • Reduce the level of health deprivation and disability • Increase the percentage of adult carers who have as much social contact as they would like (as a proxy measure of social isolation) • Increase percentage of physically active adults • Reduce the number of excess winter deaths • Reduce the fraction of mortality attributable to particulate air pollution • Higher utilisation of outdoor space for exercise/health reasons • Reduce the number of reception year children: prevalence of overweight (including obesity) • Reduce the number of year 6 children: prevalence of overweight (including obesity) • Increase the percentage of people with high or very high life satisfaction
	> Will it improve access to health and social care / treatment for all sectors of the community?	
	> Will it maintain, enhance and create green infrastructure assets (e.g. green space, woodlands, recreation and sports facilities and allotments) for recreation, exercise and access to locally produced food?	
	> Will it improve access to jobs for all and otherwise reduce poverty?	
	> Will it encourage a range and mix of land uses that underpin local health; for example avoiding over concentration of hot food takeaways in one location?	
	> Will it reduce the prevalence of takeaways near schools?	
	> Will it help improve mental and emotional health, reducing social exclusion?	
	> Will it promote non-polluting forms of transport?	
	> Will it reduce exposure to poor air quality across all groups?	
IIA04		
To reduce the incidence of crime and the fear of crime	> Will it improve safety and security?	<ul style="list-style-type: none"> • Reduce the level of crime deprivation • Reduce Crime rate per 1000 of the population for key offences including burglary • Local perception of safety and crime (available when Social Research for Southwark's Social Regeneration Charter is published)
	> Will it incorporate measures to reduce crime and the fear of crime, including anti-social behaviour?	
	> Will it provide for a well maintained and inclusive public realm and other public facilities?	
	> Will it encourage an active and connected, strong and cohesive community?	

IIA05		
To promote social inclusion, equality, diversity and community cohesion	> Will it help support the voluntary and community sectors?	<ul style="list-style-type: none"> • Improve the borough's relative ranking for the indices of multiple deprivations • Decrease the percentage of children living in deprived households • Decrease the percentage of older persons living in deprived households • Reduce the gap in pay inequality • Increase the percentage of adult carers who have as much social contact as they would like (as a proxy measure of social isolation) • Perceptions of neighbourliness and how well local people get on well together • Local perception of the ability to have their voice heard and influence decisions
	> Will it support active community engagement?	
	> Will it support a diversity of lifestyles and communities?	
	> Will it promote accessibility for those people who are elderly or disabled?	
	> Will it improve access to low-cost transport and other facilities?	
	> Will it help sustain the provision of community facilities and open space that meets local needs?	
	> Will it facilitate the connection of existing communities, i.e. layout and movement which avoids physical barriers and severance and land uses and spaces which encourage social interaction?	
	> How will different groups of people be affected by the option or policy - including black and minority ethnic communities, women, disabled people, lesbians, gay men, bisexual and transgender people, children and faith groups? Will it benefit the groups listed above?	
IIA06		
To mitigate impacts of and adapt to climate change	> Will it reduce CO2 and other greenhouse gas emissions?	<ul style="list-style-type: none"> • Decrease energy consumption by sector (Domestic and Industry/commerce) • Decrease domestic consumption per capita of natural gas • Decrease domestic consumption per capita of electricity • Decrease local carbon dioxide emissions • Decrease the number of households experiencing fuel poverty • Increase recycling and composting rate (%)
	> Will it reduce consumption of energy?	
	> Will it use renewable sources of energy?	
	> Will it help local people cope with hotter/drier summers and warmer wetter winters?	
	> Will it mitigate the urban heat island effect?	
	> Will it encourage the re-use of resources?	
	> Will it encourage water efficiency and drought resilience?	
IIA07		
To improve the air quality of Old Kent Road	> Will it improve air quality?	<ul style="list-style-type: none"> • Decrease concentration level of NO2, PM2.5 and PM10 • Decrease percentage population exposed to levels
	> Will it help to reduce emissions of PM10, PM2.5, NO2?	
	> Will it help reduce concentration levels of PM10, PM2.5	

	and NO ₂ ? > Will it minimise construction impacts such as dust, noise, vibration and odours? > Will it encourage a reduction in amount and length of journeys made by car thus generating lower emissions overall?	of NO ₂ above the annual average objective limits <ul style="list-style-type: none"> • Increase frequency of cycling as mode of transport in the borough • Decrease number of private vehicles (cars/ motorcycles) used as a journey to work by mode
IIA08		
To avoid waste and maximise, reuse or recycle waste arising as a resource	> Will it promote the reduction of waste during construction / operation? > Will it minimise the production of household and commercial waste? > Will it promote sustainable processing of waste?	<ul style="list-style-type: none"> • Increase the amount of municipal waste diverted from landfill (recovery rate %) • Increase the recycling and composting rate (%) • Increase the number of buildings connected to SELCHP
IIA09		
To encourage sustainable use of water resources	> Will it result in a net decrease in the demand for water and foul sewage disposal? > Will it encourage reuse of water?	<ul style="list-style-type: none"> • Increase the quality of water at consumer's tap (zones) – against National Standards (number of tests failed) • Reduce domestic water demand (litres per person per day) as a proxy for Water consumption across the entire borough
IIA10		
To maintain and enhance the quality of land and soil	> Will it result in the loss of open or previously undeveloped land? > Will it promote re-use of previously developed land and buildings? > Will it use land effectively and efficiently, including mixed use and higher density development? > Will it encourage the remediation of land identified as potentially contaminated? > Will it prevent further contamination of soils? > Will it improve soil quality?	<ul style="list-style-type: none"> • Increase the number of open space (hectares per 1,000 people)
IIA11		
To protect and enhance quality of landscape and townscape	> Will it conserve and enhance local landscape and townscape character and visual amenity? > Will it improve the relationship between different buildings, streets, parks and waterways and other spaces that make up the townscape character?	<ul style="list-style-type: none"> • Maintain the number of historic environment assets • Decrease the percentage of takeaway outlets within a walking distance (400m) of a secondary school • Decrease primary shopping frontage vacancy rates • Decrease secondary shopping frontage vacancy

	<p>> Will it have a negative impact on important strategic/local views?</p>	<p>rates</p> <ul style="list-style-type: none"> • Increase the number of open spaces per 1,000 people • Increase the hectares per 1,000 people of open spaces • Increase provision of public parks per 1,000 people • Increase publically accessible open space by area • Increase satisfaction with natural greenspace provision • Decrease the rate of complaints about noise
	<p>> Will it incorporate sustainable design and construction techniques?</p>	
IIA12		
To conserve and enhance the historic environment and cultural assets	<p>> Will it protect, maintain and enhance the condition and setting of features and areas of cultural, historical and archaeological heritage in the environment?</p>	<ul style="list-style-type: none"> • Maintain the number of historic environment assets • Increase the number of open spaces per 1,000 people • Increase the hectares per 1,000 people of open spaces • Increase provision of public parks per 1,000 people • Increase publically accessible open space by area • Increase satisfaction with natural greenspace provision • Increase the number of allotments (community gardens) • Reduce the number of people on the waiting list for allotment spaces in the borough • Increase number of open spaces with play facilities • Increase level of satisfaction with children's play facilities • Decrease the rate of complaints about noise
	<p>> Will it promote the historic environment and also contribute to better understanding of the historic environment?</p>	
	<p>> Will it promote high quality design and sustainable construction?</p>	
	<p>> Will it respect visual amenity and the spatial diversity of communities?</p>	
	<p>> Will it maintain or increase access to leisure, sporting, cultural and arts destinations and facilities?</p>	
	<p>> Will it improve leisure, sporting, cultural and arts provision?</p>	
IIA13		
To protect and enhance open spaces, green corridors and biodiversity	<p>> Will it encourage development on previously developed land?</p>	<ul style="list-style-type: none"> • Increase the number of open spaces per 1,000 people • Increase the hectares per 1,000 people of Open spaces • Increase provision of public parks per 1,000 people
	<p>> Will it improve the quality and access to open spaces in areas of deficiency?</p>	
	<p>> Will it provide a range of play spaces for children and young people?</p>	

	<p>> Will it maintain, enhance and create green infrastructure assets and networks (e.g. green space, woodlands, public rights of way, open recreation and sports recreation and sports facilities) across the area?</p> <p>> Will it help protect and improve biodiversity in the area overall and in particular avoid harm to species and habitats protected by International and UK law?</p> <p>> Will it protect and enhance natural habitats and protect priority species?</p> <p>> Will it encourage the creation of new habitats, including through the provision of additional open space and green roofs?</p> <p>> Will it help achieve the Biodiversity Action Plan (BAP) targets?</p> <p>> Will it protect and provide opportunities for creating / enhancing / improving sites designated for their nature conservation value / geo-diversity level (local and national levels?)</p>	<ul style="list-style-type: none"> • Increase publically accessible open space by area • Increase satisfaction with natural greenspace provision • Increase the number of allotments (community gardens) • Reduce the number of people on the waiting list for allotment spaces in the borough • Decrease the rate of complaints about noise
IIA14		
To reduce vulnerability to flooding	<p>> Will the development be an area at risk of flooding?</p> <p>> Will it minimise the risk of and from flooding to people and property?</p> <p>> Will it protect and improve flood defences and allow them to be maintained?</p> <p>> Will it promote the use of sustainable urban drainage systems?</p>	<ul style="list-style-type: none"> • Reduce the number of planning permissions granted contrary to the advice of the Environment Agency on flood defence & water quality grounds
IIA15		
To provide everyone with the opportunity to live in a decent home	<p>> Will it improve the supply of housing?</p> <p>> Will it contribute towards increasing the range of housing mix, sizes, tenures and affordability to meet the identified current and future needs of all social groups and local residents, including older households?</p> <p>> Will it deliver 'healthy homes'? (e.g. in relation to warmth, overcrowding, noise and mental health?)</p> <p>> Will it improve the quality of housing for all?</p>	<ul style="list-style-type: none"> • Contribute towards the delivery of 2,932 additional homes in Southwark annually as informed by SHMA 2019 • Contribute towards the provision of 2,077 net affordable homes in Southwark annually as informed by SHMA 2019 • Increase delivery family-sized social housing tenure • Reduce the number of overcrowded households

	> Will it improve overall design quality, including flexibility of stock to enable it to evolve to meet changing needs?	
IIA16		
To promote sustainable transport and minimise the need to travel by car	> Will it encourage development at locations that enable walking, cycling and / or the use of public transport and connected to local services and facilities?	<ul style="list-style-type: none"> • Reduce the number of private vehicles used as journey to work by mode • Increase the frequency of cycling as mode of transport • Increase the coverage of controlled parking zones (CPZs) • Reduce the number of casualties
	> Will it reduce car use?	
	> Will it reduce the number and length of journeys undertaken by car?	
	> Will it reduce road traffic accidents?	
	> Will it improve public transport?	
	> Will it promote walking and cycling?	
	> Will it allow people with mobility problems or a disability to access buildings and places?	
	> Will it improve connections across the area to local services, facilities, places of employment and green infrastructure?	
IIA17		
To provide the necessary infrastructure to support existing and future development	> Will it provide enough social infrastructure and meet local needs?	<ul style="list-style-type: none"> • A combination of above indicators used to measure are covered elsewhere
	> Does the proposal explore opportunities for shared community use and co-location of services?	
	> Will it provide enough physical infrastructure?	
	> Will it provide enough green infrastructure?	

Old Kent Road Area Action Plan

Proposed Submission Version

October 2024

Integrated Impact Assessment Appendices

Appendix 5: Assessment of the Strategy

Old Kent Road Area Action Plan 2024 Integrated Impact Assessment: Document Locator	
No.	Title
Appendix 1	SEA Directive Requirement
Appendix 2	Relevant Plans, Programmes and Strategies
Appendix 3	Baseline Data – Facts and Figures
Appendix 4	Sustainability Appraisal Framework
Appendix 5	Assessment of the Strategy
Appendix 6	Assessment of the Development Management Policies
Appendix 7	Assessment of the Sub Areas and Site Allocations
Appendix 8	Monitoring Indicators against Sustainability Objectives
Appendix 9	Baseline Indicators Table
Appendix 10	Options Testing
Appendix 11	Scoping Report Consultation Summary and link to OKR AAP Scoping Report
Appendix 12	Reasonable Alternatives Considered
Appendix 13	Mental Well-being Impact Assessment Screening
Appendix 14	OKR AAP References

Appendix 5: Assessment of the Strategy

The following tables set out the sustainability impacts of the Old Kent Road AAP Strategy (which comprises the 'Vision', the 'Delivery' and the 'Plan Objectives'). These three strands of the Strategy are each appraised against 17 sustainability objectives (the "IIAOs"), encompassing economic, social and environmental aspects. Each objective is measured on a scoring scale (Key 1), with each grade assigned a numeric value, symbol and colour. Alongside the scoring, a detailed commentary on the item is provided.

Key 1: Individual scoring against each objective

Symbol and colour	Scoring Value (%)	Score	Description
✓✓	100	Major or direct positive	The proposed option/policy contributes significantly to the achievement of the objective.
✓	50	Minor or indirect positive	The proposed option/policy contributes to the achievement of the objective but not significantly or indirectly.
-	0	Neutral	The proposed option/policy does not have any effect on the achievement of the objective or there is no clear relationship between the proposed option/policy and the achievement of the objective or the relationship is negligible.
x	-50	Minor or indirect negative	The proposed option/policy detracts from the achievement of the objective but not significantly.
xx	-100	Major or direct negative	The proposed option/policy detracts significantly from the achievement of the objective.
?	N/A	Uncertain	The proposed option/policy has an uncertain relationship to the objective or the relationship is dependent on the way in which the aspect is managed. In addition, insufficient information may be available to enable an appraisal to be made.

At the bottom of the table, there is an averaged scoring of the 17 objectives to indicate each element's overall efficacy in meeting the sustainability objectives. The colour bar below (key 2) divides the overall scoring into three categories from positive, neutral to negative.

Key 2: Averaged IIA objectives scoring for each element of the Strategy

Negative	Neutral	Positive
< 10 %	10 - 49%	50 - 100%

Summary of the sustainability assessment for the Strategy

The Strategy comprises:

- the Vision;
- the Delivery and Funding; and
- the Plan Objectives.

The summary table is provided below. On the pages following the summary table is a series of three tables, one for each element of the Strategy, providing the detailed sustainability appraisal.

IIAO	Vision	Delivery and Funding	Plan Objectives
IIAO 1	✓✓	✓	✓✓
IIAO 2	✓✓	✓	✓✓
IIAO 3	✓✓	✓	✓✓
IIAO 4	✓	✓	-
IIAO 5	✓	✓	✓✓
IIAO 6	✓	✓✓	✓✓
IIAO 7	✓	✓✓	✓✓
IIAO 8	-	-	-
IIAO 9	-	-	-
IIAO 10	✓✓	-	-
IIAO 11	✓✓	-	✓✓
IIAO 12	✓✓	✓	✓✓
IIAO 13	✓✓	✓✓	✓✓
IIAO 14	-	-	-
IIAO 15	✓✓	✓✓	✓✓
IIAO 16	✓✓	✓✓	✓✓
IIAO 17	✓✓	✓	✓✓
Averaged Scoring	71	50	71
Efficacy Category	Positive	Positive	Positive

Vision							
IIA Objective	Description	Averaged Grading	Sub Grading	Timescales			Commentary
				S	M	L	
IIAO 1	To tackle poverty and encourage wealth creation	✓✓	✓✓	-	✓✓	✓✓	Doubling the number of jobs in the area would create more employment opportunities overall. Increasing the range of different types of employment spaces and jobs across retail, office, creative, life sciences and industrial sectors would enable more local people to be able to access these opportunities. Sustaining existing business networks in the area would underpin this diversity and reduce relocations from the area so travelling to existing jobs remains convenient for local people. Supporting delivery of the Bakerloo Line Upgrade and Extension would speed up the delivery of employment and wealth creation. Creating more accessible town centre would encourage people into these locations to spend money in businesses, helping support the local business ecosystem, while also make services more readily available to all sections of society not least the socioeconomically disadvantaged.
IIAO 2	To improve the education and skill of the population	✓✓	✓✓	-	✓	✓✓	Creating an environment for people to fulfil their potential would encourage the uptake of education and training opportunities. Two new primary schools, the expansion of existing primary schools and a new secondary school would increase the educational options for local children and young people. A network of arts and cultural facilities for continuous learning would offer development opportunities amongst the adult population. Attract a higher education institution to the area would bring a range of direct or indirect educational and training opportunities closer to local people and support the citywide educational offer.
IIAO 3	To improve the health of the population	✓✓	✓✓	-	✓	✓✓	Promoting physical activity and social interaction would help deliver key health priorities of tackling obesity and associated diseases, poor mental health and social isolation. Creating mixed use, higher density, car free and walkable development would encourage both physical activity and social interaction, as would making sports, arts and leisure facilities in schools available to local people. A new town centre with leisure, entertainment, recreation and play facilities available at a range of time would improve the convenience of pursuing healthy behaviours. Co-location of schools and older people's accommodation could benefit the health and wellbeing of children and older people in particular. A new community health hub focused on health improvement as well as essential primary care services would help prevent poor health and encourage wellbeing.
IIAO 4	To reduce the incidence of crime and the fear of crime	✓	✓	-	✓	✓	Creating an environment where people feel safe to walk would help decrease the fear of crime and opportunities for crime. A new town centre and mixed use neighbourhoods would encourage development with more active frontages and overlooking of public spaces and walking routes.
IIAO 5	To promote social inclusion, equality, diversity and community cohesion	✓	✓	?	✓	✓	With an overarching goal to benefit existing communities, the Vision --and by extension the AAP as a whole-- would support inclusion of existing residents, the diversity of people among existing communities and cohesion between existing residents and newcomers to the area. 7,000 new affordable homes of a mix of home types and sizes would give more people the opportunity to live at the centre of the city and access all the amenities and opportunities that offers. The innovative mixing of land uses would support greater interaction between resident and business communities. A new major town centre with a greater variety of shops and leisure, entertainment, recreation and play facilities open at different times would allow greater and more equitable access. It would also make sports, arts and leisure facilities in schools open to the wider community. Co-location of schools and older people's accommodation would support greater inclusion of older people. A network of arts and cultural facilities and a more diverse range of workplaces would increase work and training opportunities for all ages. In the short term residents may experience disturbance from high levels of construction, mitigated as far as possible through thorough engagement.
IIAO 6	To reduce contributions to climate change	✓	✓	?	✓✓	✓✓	Creating car free residential development, improved public transport and encouraging sustainable transport by mixing land uses at high density would contribute to carbon emission reductions. In the short term high levels of demolition and construction may contribute to emissions.
IIAO 7	To improve the air quality	✓	✓	?	✓	✓✓	The Old Kent Road area suffers from poor air quality and high levels of construction may constrain improvements to air quality in the short term. Car free residential development, electric vehicles for commercial development, consolidation of deliveries, promoting Last Mile Logistics and encouraging TfL to use a low emission bus fleet would contribute to reductions in air pollution. Locating schools away from main roads, greening the schools' immediate surroundings and creating new green links would reduce the exposure of people to poor air quality.
IIAO 8	To avoid waste and maximise, reuse or recycle waste arising as a resource	-	-	-	-	-	The Vision does not explicitly address the issue of waste but it does not negatively impact on it.
IIAO 9	To encourage sustainable use of water resources	-	-	-	-	-	The Vision does not explicitly address the issue of water resources but it does not negatively impact on it.
IIAO 10	To maintain and enhance the quality of land and soils	✓✓	✓✓	✓	✓	✓✓	Redevelopment of land in the area at optimum densities would make more efficient use of land. Redevelopment presents the opportunity to remediate contaminated land and improve soil quality with green infrastructure.

IIAO 11	To protect and enhance quality of landscape and townscape	✓✓	✓✓	✓	✓	✓✓	Integrating and celebrating the industrial heritage of the area with new development and creating new parks as part of a greener belt would enhance the townscape.
IIAO 12	To conserve and enhance the historic environment and cultural assets	✓✓	✓✓	✓	✓	✓✓	Increasing the profile of the Old Kent Road area as a cultural destination and attracting a major cultural venue would enhance the cultural assets of the area. Integrating and celebrating the area's industrial heritage with development, protecting heritage assets and finding new uses for old buildings would conserve and enhance the historic environment.
IIAO 13	To protect and enhance open spaces, green corridors and biodiversity	✓✓	✓✓	-	✓	✓✓	Various new parks, other new green spaces and green links (which together will create the Greener Belt) would expand and enhance the green infrastructure network in the area, which will support biodiversity as well as benefitting residents. These enhancements are deliverable in the medium and long term.
IIAO 14	To reduce vulnerability to flooding	-	-	-	-	-	The Vision does not explicitly address the issue of flooding but it does not negatively impact on it.
IIAO 15	To provide everyone with the opportunity to live in a decent home	✓✓	✓✓	✓	✓✓	✓✓	20,000 new homes --including 7,000 affordable homes of a mix of types and sizes-- would give people from all backgrounds the opportunity to live in the area. High standards for new housing would mean that these would be decent homes. Support for the Bakerloo Line Extension would speed up the delivery of new homes.
IIAO 16	To promote sustainable transport and minimise the need to travel by car	✓✓	✓✓	✓	✓✓	✓✓	Delivering car free homes would encourage sustainable transport by new residents. Encouraging walking and cycling more widely, improving surface level public transport, upgrading and extending the Bakerloo Line, and introducing the Bakerloop Bus in advance of the upgrade/extension would increase sustainable transport use more broadly and minimise the need to travel by car.
IIAO 17	To provide the necessary infrastructure to support existing and future development	✓✓	✓✓	-	✓✓	✓✓	The Vision would support infrastructure improvements including the Bakerloo Line Upgrade and Extension, enhanced surface-level public transport, the expansion and construction of new schools, a new community health hub, new parks, green spaces and green links for walking and cycling and new leisure facilities. These infrastructural improvements are deliverable in the medium and long term.

Delivery and Funding							
IIA Objective	Description	Averaged Grading	Sub Grading	Timescales			Commentary
				S	M	L	
IIO 1	To tackle poverty and encourage wealth creation	✓	✓	?	✓	✓	The phased delivery of housing, employment and community uses will improve accessibility to housing and employment for all, which will tackle poverty and encourage wealth creation, as these interventions will create more vibrant town centres and support a stronger local economy.
IIO 2	To improve the education and skill of the population	✓✓	✓✓	?	✓	✓✓	The strategy sets out the delivery of: new and improved FE and HE institutions; one potential new secondary school; and up to the equivalent of nine new forms of entry at local primary schools (including where necessary expansions to existing schools). All of this will improve the education and skills of the population across a wide range of age groups. This will have a long term positive benefit as the delivery of these educational places are phased.
IIO 3	To improve the health of the population	✓	✓	?	✓	✓	The delivery of affordable homes and education addresses issues of overcrowding which can impact negatively on mental health and wellbeing. The Greener Belt strategy will also deliver various new and improved green spaces and active travel links that will promote outdoor recreation, exercise and socialising – all of which has positive mental and physical health benefits. This has longer term impacts for people's health and wellbeing as people feel a greater sense of security and community through safe and decent homes and access to education.
IIO 4	To reduce the incidence of crime and the fear of crime	✓	✓	?	✓	✓	The 'Delivery and Funding' section of the Strategy does not directly reference the incidence of crime but the cumulative benefits of new homes, employment and community facilities may reduce crime and the perception and fear of crime for local residents.
IIO 5	To promote social inclusion, equality, diversity and community cohesion	✓	✓	?	✓	✓	The delivery of new schools and education facilities, health centres and community facilities provide more opportunity for local people to engage with their local community and this promotes greater community cohesion. This benefit is a result of cumulative benefits from a number of interventions and therefore the benefits are long term, but also long lasting.
IIO 6	To reduce contributions to climate change	✓✓	✓✓	?	✓	✓✓	The delivery of the Bakerloo Line Upgrade and Extension, as well as bus improvements, will reduce reliance on private vehicles ; in turn, this will reduce combustion and the emission of carbon dioxide that contributes to climate change. This a long-term project and will therefore have long term benefits to reducing climate change.
IIO 7	To improve the air quality	✓✓	✓✓	?	✓	✓✓	The delivery of the Bakerloo Line Upgrade and Extension and bus improvements will reduce reliance on private vehicles and therefore reduce combustion and the emission of carbon dioxide that contributes to poor air quality. The interventions proposed to reduce climate change.
IIO 8	To avoid waste and maximise, reuse or recycle waste arising as a resource	-	-	-	-	-	The 'Delivery and Funding' section of the Strategy does not explicitly address the issue of waste but it does not negatively impact on it.
IIO 9	To encourage sustainable use of water resources	-	-	-	-	-	The 'Delivery and Funding' section of the Strategy does not explicitly address the issue of water resources but it does not negatively impact on it.
IIO 10	To maintain and enhance the quality of land and soils	-	-	-	-	-	The 'Delivery and Funding' section of the Strategy does not explicitly address the issue of land soils but it does not negatively impact on it.
IIO 11	To protect and enhance quality of landscape and townscape	-	-	-	-	-	The 'Delivery and Funding' section of the Strategy does not explicitly address the issue of landscape and townscape but it does not negatively impact on it.
IIO 12	To conserve and enhance the historic environment and cultural assets	✓	✓	?	✓	✓	The 'Delivery and Funding' section of the Strategy does not directly reference the historic environment and cultural assets. However, the deliverables it sets out (homes, facilities, infrastructure etc.) will have direct interrelationships with the historic environment and cultural assets. In the short-term, when construction projects are underway (including construction projects that affect heritage and cultural assets (including the settings of these assets)) there will potentially be a temporary negative change to the surroundings of these assets, but otherwise the impacts (medium and long-term) will be positive.
IIO 13	To protect and enhance open spaces, green corridors and biodiversity	✓✓	✓✓	-	✓	✓✓	The 'Delivery and Funding' section of the Strategy refers to the delivery of three new parks as part of the wider Greener Belt Strategy. This would expand and enhance the green infrastructure network in the area, which will support biodiversity as well as benefitting residents.
IIO 14	To reduce vulnerability to flooding	-	-	-	-	-	The 'Delivery and Funding' section of the Strategy does not explicitly address the issue of flooding but it does not negatively impact on it.
IIO 15	To provide everyone with the opportunity to live in a decent home	✓✓	✓✓	✓✓	✓✓	✓✓	The 'Delivery and Funding' section of the Strategy sets out the aim to deliver 20,000 new homes of which 7,000 will be affordable homes to meet local housing demand. This is phased and will have positive impacts in the short, medium and long term.

IIAO 16	To promote sustainable transport and minimise the need to travel by car	✓✓	✓✓	?	✓	✓✓	The 'Delivery and Funding' section of the Strategy sets out costs for bus and cycle improvements which will minimise the need for local residents to use the car by incentivising active travel modes of walking and cycling and public transport. It also attributes a figure of £8billion to the BLE, which will principally require Central Government funding. These investments will take some time to implement so the benefits will improve over time. There will be a long-term lasting benefit from the delivery of bus and cycle improvements.
IIAO 17	To provide the necessary infrastructure to support existing and future development	✓	✓	?	✓	✓	The 'Delivery and Funding' section of the Strategy explains how the Area Action Plan will deliver its objectives and support social regeneration through the delivery of homes, employment, transport infrastructure and social infrastructure that are necessary to support future sustainable development within the Old Kent Road Opportunity Area. It attributes a cost of £50 million to the education, leisure centre and health centre investments. The major new green infrastructure will be delivered through the equalisation mechanism, which forms part of the viability review underpinning the AAP. The delivery of all this new infrastructure will be phased over a long period of time and therefore have medium and long term benefits.

Plan Objectives							
IIA Objective	Description	Averaged Grading	Sub Grading	Timescale			Commentary
				S	M	L	
IIO 1	To tackle poverty and encourage wealth creation	✓✓	✓✓	?	✓	✓✓	The 'Plan Objectives' cumulatively will deliver employment opportunities and upskill the local population to access employment opportunities through the delivery of schools which will tackle poverty and wealth creation, by creating more opportunities for all within the Old Kent Road Opportunity Area.
IIO 2	To improve the education and skill of the population	✓✓	✓✓	?	✓✓	✓✓	The 'Plan Objectives' for <i>Schools, Community and Youth</i> set out the aim to provide improved access to social and physical infrastructure including cultural activities, parks and open spaces. This aims to provide opportunities for young people to be involved in their community and recreation. This will have long term benefits for education and skill of the population as it aims to engage with youth throughout their adolescence to ensure local residents receive maximum benefit from improved quality of opportunity to training, education and cultural attractions.
			✓✓	?	✓✓	✓✓	The 'Plan Objectives' for <i>Schools, Community and Youth</i> ensures that the whole community can benefit from the delivery of educational facilities and can benefit from the facilities. The delivery of these uses is phased and therefore has medium and long term benefits.
IIO 3	To improve the health of the population	✓✓	✓✓	?	✓	✓✓	The 'Plan Objectives' will cumulatively deliver community facilities that will support the local population in regards to health, housing, employment and education, as well as recreation and leading healthier active lives as local residents will benefit from sports facilities, improved access to green and open space and improved walking and cycling routes. The 'Plan Objectives' for Health and Wellbeing also sets out the need to reduce air pollution. This cumulatively will have a beneficial impact on local residents physical and mental health and wellbeing long term because the delivery of these interventions is phased.
IIO 4	To reduce the incidence of crime and the fear of crime	-	-	-	-	-	The 'Plan Objectives' does not explicitly address the issue of waste but it does not negatively impact on it.
IIO 5	To promote social inclusion, equality, diversity and community cohesion	✓✓	✓✓	?	✓	✓✓	The 'Plan Objectives' cumulatively will deliver equality of opportunity for all because the Old Kent Road AAP aims to deliver improved housing, employment, green and open space and community facilities for all. It aims to ensure that design is sensitive to existing character, and that new development is accessible and has good connectivity with existing development to ensure greater cohesion.
IIO 6	To reduce contributions to climate change	✓✓	✓✓	?	✓	✓	The 'Plan Objectives' for <i>Energy and Climate Change</i> set out aim to achieve carbon neutrality in the Old Kent Road by 2030. This includes creating low carbon jobs and businesses and supporting existing individuals to move towards zero carbon.
IIO 7	To improve the air quality	✓✓	✓✓	?	✓	✓✓	The 'Plan Objectives' for <i>Health and Wellbeing</i> set out objectives to improve air quality around the Old Kent Road and tackle associated inequality. This will have medium- and long-term benefits because it will create behavioural change for local people to use more public transport, and reduce combustion. Increased urban greening will also have long term benefits by creating cleaner air.
IIO 8	To avoid waste and maximise, reuse or recycle waste arising as a resource	-	-	-	-	-	The 'Plan Objectives' do not explicitly address the issue of waste but it does not negatively impact on it.
IIO 9	To encourage sustainable use of water resources	-	-	-	-	-	The 'Plan Objectives' do not explicitly address the issue of water resources but it does not negatively impact on it.
IIO 10	To maintain and enhance the quality of land and soils	-	-	-	-	-	The 'Plan Objectives' do not explicitly address the issue of land and soils but it does not negatively impact on it.
IIO 11	To protect and enhance quality of landscape and townscape	✓✓	✓✓	?	✓	✓✓	The 'Plan Objectives' for <i>Culture and Heritage</i> set out that the identity of the Old Kent Road should be strengthened and integrated and that historic value and character should be integrated into design. This will ensure that the quality of landscape and townscape is protected and enhanced medium and long term as new development will protect and enhance existing assets and character.
IIO 12	To conserve and enhance the historic environment and cultural assets	✓✓	✓✓	?	✓	✓✓	The 'Plan Objectives' for <i>Culture and Heritage</i> aim to conserve and enhance the historic environment and cultural assets by protecting and enhancing listed and non-listed heritage assets and buildings and spaces of townscape value. It aims to preserve and enhance the industrial character of the Old Kent Road area and find new uses for existing buildings.
IIO 13	To protect and enhance open spaces, green corridors and biodiversity	✓✓	✓✓	?	✓	✓✓	The 'Plan Objectives' for <i>Parks and Open Space</i> set out objectives to ensure residents lead more healthy and active lives which is delivered by the improvement of new and existing open and green spaces and by improving the environmental quality through urban greening incentivising more active recreation and travel.

		✓✓	✓✓	?	✓	✓✓	The 'Plan Objectives' cumulatively address the biodiversity crisis by promoting planting, food growing and greening which will improve the local green and open spaces and provide secondary benefits like improved air quality and incentivise walking and cycling as the pedestrian experience is improved.
IIAO 14	To reduce vulnerability to flooding			-	-	-	The 'Plan Objectives' do not explicitly address the issue of flooding but it does not negatively impact on it.
IIAO 15	To provide everyone with the opportunity to live in a decent home	✓✓	✓✓	✓✓	✓✓	✓✓	The 'Plan Objectives' for <i>New Homes</i> sets out that a range sizes and tenures of homes should be delivered to meet local housing need. The delivery of homes is phased and will therefore have short, medium- and long-term benefits.
IIAO 16	To promote sustainable transport and minimise the need to travel by car	✓✓	✓✓	?	✓	✓✓	Extension of the Bakerloo Line and creation of transport interchanges at stations would encourage the use of public transport, as will the delivery of the Bakerloop Bus.
			✓✓	?	✓	✓✓	The 'Plan Objectives' for <i>Movement</i> set out that Old Kent Road high street will be a Healthy Street with safe walking and cycling routes that will minimise the need to travel by car for all as sustainable travel modes will be more accessible for local residents.
IIAO 17	To provide the necessary infrastructure to support existing and future development	✓✓	✓✓	✓✓	✓✓	✓✓	Ensuring development is in conformity with masterplans and site allocations would coordinate the delivery of the land uses and their supporting infrastructure anticipated by the plan. Working with infrastructure, digital infrastructure and utility companies and neighbouring boroughs would help ensure that sufficient physical and social infrastructure for largescale development is in place.
			✓✓	✓✓	✓✓	✓✓	The 'Plan Objectives' for <i>Energy and Climate Change</i> set out aim to provide infrastructure and work with infrastructure providers of transport, energy and other utilities to enable reduction in carbon.

Old Kent Road Area Action Plan

Proposed Submission Version

October 2024

Integrated Impact Assessment Appendices

Appendix 6: Assessment of the Strategic and Development Management Policies

Old Kent Road Area Action Plan 2024 Integrated Impact Assessment: Document Locator	
No.	Title
Appendix 1	SEA Directive Requirement
Appendix 2	Relevant Plans, Programmes and Strategies
Appendix 3	Baseline Data – Facts and Figures
Appendix 4	Sustainability Appraisal Framework
Appendix 5	Assessment of the Strategy
Appendix 6	Assessment of the Development Management Policies
Appendix 7	Assessment of the Sub Areas and Site Allocations
Appendix 8	Monitoring Indicators against Sustainability Objectives
Appendix 9	Baseline Indicators Table
Appendix 10	Options Testing
Appendix 11	Scoping Report Consultation Summary and link to OKR AAP Scoping Report
Appendix 12	Reasonable Alternatives Considered
Appendix 13	Mental Well-being Impact Assessment Screening
Appendix 14	OKR AAP References

Appendix 6: Assessment of the Development Management Policies

The following tables set out the sustainability impacts of the Old Kent Road AAP 'Policies' (these are Policy AAP1 to Policy AAP16) identified through the IIA process. Each of the 16 development management policies is appraised against 17 sustainability objectives (the "IIAOs"), encompassing economic, social and environmental aspects. Each objective is measured on a scoring scale (Key 1), with each grade assigned a numeric value, symbol and colour. Alongside the scoring, a detailed commentary on the policy is provided.

Key 1: Individual scoring against each objective

Symbol and colour	Scoring Value (%)	Score	Description
✓✓	100	Major or direct positive	The proposed option/policy contributes significantly to the achievement of the objective.
✓	50	Minor or indirect positive	The proposed option/policy contributes to the achievement of the objective but not significantly or indirectly.
-	0	Neutral	The proposed option/policy does not have any effect on the achievement of the objective or there is no clear relationship between the proposed option/policy and the achievement of the objective or the relationship is negligible.
x	-50	Minor or indirect negative	The proposed option/policy detracts from the achievement of the objective but not significantly.
xx	-100	Major or direct negative	The proposed option/policy detracts significantly from the achievement of the objective.
?	N/A	Uncertain	The proposed option/policy has an uncertain relationship to the objective or the relationship is dependent on the way in which the aspect is managed. In addition, insufficient information may be available to enable an appraisal to be made.

At the bottom of the table, there is an averaged scoring of the 17 objectives to indicate each development management policy's overall efficacy in meeting the sustainability objectives. The colour bar below (key 2) divides the overall scoring into three categories from positive, neutral to negative.

Key 2: Averaged IIA objectives scoring for each policy

Negative	Neutral	Positive
< 10 %	10 - 49%	50 - 100%

Summary of the sustainability appraisal for each policy

The development management policies comprise:

- AAP1 – Delivery of the Masterplan;
- AAP2 – Bakerloo Line Upgrade and Extension;
- AAP3 – Homes for All;
- AAP4 – Student Homes;
- AAP5 – Businesses and workspace – The Bow Tie;
- AAP6 – Life Sciences;
- AAP7 – Town Centres, Leisure and Entertainment;
- AAP8 – Movement – People, Place and Experience;
- AAP9 – The Greener Belt – Parks and Healthy Streets;
- AAP10 – Tall Buildings Strategy – The Stations and the Crossings;
- AAP11 – Character and Heritage;
- AAP12 – Design;
- AAP13 – Climate Emergency;
- AAP14 – Water Management, Air and Noise Quality;
- AAP15 – Great Start in Life; and
- AAP16 – Child and Youth Provision.

The summary table is provided overleaf. On the pages following the summary table is a series of sixteen tables, one per development management policy, providing the detailed sustainability appraisal.

Summary of the sustainability appraisal for each policy

IIAO	Description	AAP1	AAP2	AAP3	AAP4	AAP5	AAP6	AAP7	AAP8	AAP9	AAP10	AAP11	AAP12	AAP13	AAP14	AAP15	AAP16
IIAO 1	To tackle poverty and encourage wealth creation	✓✓	✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓	-	-	-	-	-	-	✓✓	✓✓
IIAO 2	To improve the education and skill of the population	✓✓	-	-	✓	✓✓	✓	✓✓	-	-	-	-	-	-	-	✓✓	✓✓
IIAO 3	To improve the health of the population	✓✓	✓	✓✓	✓✓	✓	✓	✓	✓✓	✓✓	-	-	✓✓	✓✓	✓✓	✓✓	✓✓
IIAO 4	To reduce the incidence of crime and the fear of crime	✓✓	-	-	-	-	-	-	-	-	-	-	✓✓	-	-	✓✓	✓✓
IIAO 5	To promote social inclusion, equality, diversity and community cohesion	✓✓	✓	✓✓	✓✓	✓✓	✓	✓✓	✓✓	✓✓	-	✓	✓✓	-	✓✓	✓✓	✓✓
IIAO 6	To reduce contributions to climate change	✓✓	✓	✓	✓	✓	✓	✓	✓✓	✓	✓	✓	✓✓	✓✓	✓✓	✓	✓
IIAO 7	To improve the air quality	✓✓	✓	-	-	-	-	-	✓✓	-	-	-	-	✓✓	✓✓	-	-
IIAO 8	To avoid waste and maximise, reuse or recycle waste arising as a resource	✓✓	-	-	-	-	-	-	-	-	-	-	-	✓✓	✓	-	-
IIAO 9	To encourage sustainable use of water resources	✓	-	-	-	-	-	-	-	-	-	-	-	✓✓	✓✓	-	-
IIAO 10	To maintain and enhance the quality of land and soils	✓	-	-	-	-	-	-	-	-	-	-	-	✓✓	✓✓	-	-
IIAO 11	To protect and enhance quality of landscape and townscape	✓	-	✓	✓	✓✓	✓	✓✓	-	-	✓✓	✓✓	✓✓	-	-	-	-

IIAO 12	To conserve and enhance the historic environment and cultural assets	✓	-	✓	✓	✓	-	✓	-	-	✓✓	✓✓	✓✓	-	-	-	-
IIAO 13	To protect and enhance open spaces, green corridors and biodiversity	✓	-	-	-	-	-	-	-	✓✓	-	-	-	-✓✓	✓✓	✓	✓
IIAO 14	To reduce vulnerability to flooding	✓	-	-	-	-	-	-	-	-	-	-	-	✓	✓✓	-	-
IIAO 15	To provide everyone with the opportunity to live in a decent home	✓	✓	✓✓	✓✓	-	-	-	-	-	-	-	✓✓	✓	-	-	-
IIAO 16	To promote sustainable transport and minimise the need to travel by car	✓	✓✓	-	-	-	-	-	✓✓	✓✓	-	-	-	✓✓	-	-	-
IIAO 17	To provide the necessary infrastructure to support existing and future development	✓✓	✓✓	-	-	-	-	✓✓	✓✓	-	-	-	-	✓✓	-	✓✓	✓✓
Averaged Scoring		76	29	32	35	32	21	38	38	26	15	18	41	59	50	41	41
Efficacy category		Positive	Neutral	Neutral	Neutral	Neutral	Neutral	Neutral	Neutral	Neutral	Neutral	Neutral	Neutral	Positive	Positive	Neutral	Neutral

AAP1 – The Masterplan

IIA Objective	Description	Averaged Grading	Sub grading	Commentary
IIAO 1	To tackle poverty and encourage wealth creation	✓✓	✓✓	The delivery of the Masterplan will provide opportunities for jobs within construction, offices, retail and community facilities. The increase in the number of local jobs will tackle poverty by decreasing the employment rate and providing a stable income to a greater number of people, and will subsequently encourage wealth creation within the local community.
IIAO 2	To improve the education and skill of the population	✓✓	✓✓	The delivery of the Masterplan will provide new and improved facilities for education and employment that will contribute to improving the skills of the local population.
IIAO 3	To improve the health of the population	✓✓	✓✓	The provision of a new Health facility will increase the capacity of the local health service and address the overcrowding issue, which is one of the key determinants of health.
IIAO 4	To reduce the incidence of crime and the fear of crime	✓✓	✓✓	The retention or provision of active frontages will open up spaces to promote social interaction and the feeling of public safety. Providing new homes will result in more people in the local area, the increased presence and activity will result in greater natural surveillance within the locality which should reduce incidences and the fear of crime within the area.
IIAO 5	To promote social inclusion, equality, diversity and community cohesion	✓✓	✓✓	The Masterplan will aid in the delivery of new Class F uses on site could provide entertainment and arts facilities to the community at large which can help to encourage more community interaction.
			✓✓	The Masterplan seeks to improve areas in which people can meet, in formal and informal settings, such as outdoor public spaces, restaurants, cafes, and community halls.
			✓✓	The delivery of more homes, consisting of a mix of different sizes and tenures will bring more people to the area from a range of different backgrounds, this will create more opportunities for greater diversity within the area and encourage more community cohesion.
IIAO 6	To reduce contributions to climate change	✓✓	✓✓	The Masterplan will deliver development that must be in conformity with water management, District Heat Networks, open space and sustainable construction to reduce contributions to climate change.
IIAO 7	To improve the air quality	✓✓	✓✓	The Masterplan sets out that development must be in conformity with policies set out in the OKR AAP, which include policies to reduce combustion and increase urban greening to improve air quality.
IIAO 8	To avoid waste and maximise, reuse or recycle waste arising as a resource	✓✓	✓✓	Substantial demolition and intensification of development will create new waste demands to be managed. Southwark Plan 2022 policies require adequate management of waste from construction and intensified development in accordance with the waste management hierarchy.
IIAO 9	To encourage sustainable use of water resources	✓	✓	The Masterplan will deliver development that must be in conformity with water management policies.
IIAO 10	To maintain and enhance the quality of land and soils	✓	✓	The Masterplan will ensure that development is consistent with policy that ensures good environmental quality including that of land and soils. Policies in the Southwark Plan 2022 which also apply to development in the Old Kent Road Opportunity Area will ensure that contamination of soil is mitigated against properly.
IIAO 11	To protect and enhance quality of landscape and townscape	✓	✓	All development will be required to be in keeping with the local townscape.
IIAO 12	To conserve and enhance the historic environment and cultural assets	✓	✓	The Old Kent Road Opportunity Area has a number of listed buildings and conservation areas and development should conserve the setting and the assets themselves.
IIAO 13	To protect and enhance open spaces, green corridors and biodiversity	✓	✓	The Masterplan will deliver a series of improvements to and new green and open spaces through the delivery of the Greener Belt.
IIAO 14	To reduce vulnerability to flooding	✓	✓	The Masterplan policy will ensure that development is in conformity with policy that states development should follow the drainage hierarchy to reduce vulnerability to flooding.
IIAO 15	To provide everyone with the opportunity to live in a decent home	✓	✓	The Masterplan policy will ensure the delivery of affordable homes in a range of sizes and tenures to meet local needs.
IIAO 16	To promote sustainable transport and minimise the need to travel by car	✓	✓	The Masterplan policy ensures that all development is in conformity with policy set out in the OKR AAP. Policy AAP8 'Movement' sets out a strategy for a modal shift away from cars to more active modes of travel such as cycling and walking but improving infrastructure and safer routes for pedestrians and cyclists.
IIAO 17	To provide the necessary infrastructure to support existing and future development	✓✓	✓✓	Any development coming forward will be expected to provide the necessary Section 106 contributions and the Community Infrastructure Levy which will deliver the required infrastructure to mitigate impact of the development.

AAP2 – Bakerloo Line Upgrade and Extension

IIA Objective	Description	Averaged Grading	Sub grading	Commentary
IIO 1	To tackle poverty and encourage wealth creation	✓	✓	The Bakerloo Line Upgrade and Extension will unlock further capacity in town centres for development and therefore provide opportunities for jobs within construction, offices and retail. The increase in the number of local jobs will tackle poverty by decreasing the employment rate and providing a stable income to a greater number of people, and will subsequently encourage wealth creation within the local community.
IIO 2	To improve the education and skill of the population	-	-	This policy does not explicitly address the issue of education and training but it does not negatively impact on it. The extension and upgrade of the Bakerloo Line could have secondary effects for local businesses and employers which could enable them to upskills staff.
IIO 3	To improve the health of the population	✓	✓	The delivery of public transport reduces the dependency of individuals on cars. This reduces combustion and the emission of carbon dioxide and other pollutants which will contribute to improved air quality and therefore impact positively on the health of the local population.
IIO 4	To reduce the incidence of crime and the fear of crime	-	-	This policy does not explicitly address the issue of crime but it does not negatively impact on it. The provision of more public transport will provide an alternative mode of transit that some may feel safer using.
IIO 5	To promote social inclusion, equality, diversity and community cohesion	✓	✓	The delivery of the Bakerloo Line Upgrade and Extension improves permeability and connectivity across the Old Kent Road Opportunity Area will combat severance between communities and encourage community interaction.
IIO 6	To reduce contributions to climate change	✓	✓	The delivery of the Bakerloo Line Upgrade and Extension increases accessibility to public transport, which reduces combustion from individual vehicles and reduce the emission of carbon dioxide which mitigates against the issues of global warming and climate change.
IIO 7	To improve the air quality	✓	✓	The delivery of the Bakerloo Line Upgrade and Extension increases accessibility to public transport, less reliance on private vehicles which results in less combustion and carbon emitted as well as other pollutants which creates cleaner air improving air quality.
IIO 8	To avoid waste and maximise, reuse or recycle waste arising as a resource	-	-	This policy does not explicitly address the issue of waste but it does not negatively impact on it.
IIO 9	To encourage sustainable use of water resources	-	-	This policy does not explicitly address the issue of water resources but it does not negatively impact on it.
IIO 10	To maintain and enhance the quality of land and soils	-	-	This policy does not explicitly address the issue of soil quality but it does not negatively impact on it.
IIO 11	To protect and enhance quality of landscape and townscape	-	-	This policy does not explicitly address the issue of landscape and townscape quality but it does not negatively impact on it. Any associated development with the Bakerloo Line Upgrade and Extension will be sensitive to and enhance landscape and townscape quality.
IIO 12	To conserve and enhance the historic environment and cultural assets	-	-	This policy does not explicitly address the issue of water resources but it does not negatively impact on it.
IIO 13	To protect and enhance open spaces, green corridors and biodiversity	-	-	This policy does not explicitly address the issue of biodiversity but it does not negatively impact on it.
IIO 14	To reduce vulnerability to flooding	-	-	This policy does not explicitly address the issue of flooding but it does not negatively impact on it.
IIO 15	To provide everyone with the opportunity to live in a decent home	✓	✓	The delivery of the Bakerloo Line Upgrade and Extension increases the capacity for the Opportunity Area to delivery more homes and more affordable homes to meet local needs.
IIO 16	To promote sustainable transport and minimise the need to travel by car	✓	✓	The delivery of the Bakerloo Line Upgrade and Extension improves accessibility to public transport for residents in the Old Kent Road Opportunity Area and beyond by improving connectivity to other parts of the borough. This minimises the need to travel by car.
IIO 17	To provide the necessary infrastructure to support existing and future development	✓✓	✓✓	The delivery of the Bakerloo Line Upgrade and Extension provides the necessary infrastructure to support the increase in housing and employment in the local area and to provide greater opportunities for local residents.

AAP3 – Homes for All				
IIA Objective	Description	Averaged Grading	Sub grading	Commentary
IIO 1	To tackle poverty and encourage wealth creation	✓✓	✓✓	Delivering development that provides space for employment as well as homes would help increase the job opportunities in the area. Delivering 7,000 affordable homes and further endeavouring for 50% of all homes (with a minimum requirement of 35%) to be affordable would contribute to tackling housing poverty.
IIO 2	To improve the education and skill of the population	-	-	This policy does not explicitly address the issue of training and education but it does not negatively impact on it.
IIO 3	To improve the health of the population	✓✓	✓✓	High density development would support walking for more active lifestyles. Delivering homes for all people would provide the opportunity for people to remain or move to the area and benefit from the healthy environment created through redevelopment. Ensuring vulnerable residents are helped to live independently would support their health and wellbeing.
IIO 4	To reduce the incidence of crime and the fear of crime	-	-	This policy does not explicitly address the issue of crime but it does not negatively impact on it.
IIO 5	To promote social inclusion, equality, diversity and community cohesion	✓✓	✓✓	Delivering 7,000 affordable homes and endeavouring for 50% of homes (with a minimum requirement of 35%) to be affordable would give people on lower incomes the opportunity for a home in the area and support diversity in the population. 4,000 family homes would give that opportunity to households with children; likewise, 2,000 accessible and adaptable homes would give that opportunity to people with disabilities. Ensuring vulnerable residents are helped to live independently would make the area more inclusive. Enabling residents to take pride in their homes and the area would support community cohesion.
IIO 6	To reduce contributions to climate change	-	-	The delivery of homes must meet BREEAM excellent standards and reduce carbon emissions onsite. The delivery of homes in the Old Kent Road is through medium to high densities which is a more sustainable density to reduce carbon emissions further through construction, operation of the building by occupants and the movement of occupants following the 15 minute city theory.
IIO 7	To improve the air quality	-	-	This policy does not explicitly address the issue of air quality but it does not negatively impact on it.
IIO 8	To avoid waste and maximise, reuse or recycle waste arising as a resource	-	-	This policy does not explicitly address the issue of waste but it does not negatively impact on it.
IIO 9	To encourage sustainable use of water resources	-	-	This policy does not explicitly address the issue of water resources but it does not negatively impact on it.
IIO 10	To maintain and enhance the quality of land and soils	-	-	This policy does not explicitly reference land and soils quality but high-density development would make efficient use of land.
IIO 11	To protect and enhance quality of landscape and townscape	✓	✓	The provision of decent homes will enhance the quality of landscape and townscape as the new homes will be of good design and sensitive to the character and existing local landscape and townscape.
IIO 12	To conserve and enhance the historic environment and cultural assets	✓	✓	The provision of decent homes will enhance the quality of landscape and townscape as the new homes will be of good design and sensitive to the existing historic environment and cultural assets.
IIO 13	To protect and enhance open spaces, green corridors and biodiversity	-	-	This policy does not explicitly address the issue of biodiversity but it does not negatively impact on it.
IIO 14	To reduce vulnerability to flooding	-	-	This policy does not explicitly address the issue of flooding but it does not negatively impact on it.
IIO 15	To provide everyone with the opportunity to live in a decent home	✓✓	✓✓	Delivering 20,000 new homes of every kind, including 7,000 affordable homes, 4,000 family homes and 2,000 accessible and adaptable homes would greatly increase opportunities to live in the area for diverse groups of people. Endeavouring for 50% of homes to be affordable would extend those opportunities as far as possible to people on lower incomes. Ensuring housing across different tenures meets the same high quality standards would ensure that all new homes are decent homes.
IIO 16	To promote sustainable transport and minimise the need to travel by car	-	-	This policy does not explicitly address the issue of sustainable transport but it does not negatively impact on it.
IIO 17	To provide the necessary infrastructure to support existing and future development	-	-	This policy does not explicitly address the issue of infrastructure delivery but it does not negatively impact on it.

AAP4 – Student Homes				
IIA Objective	Description	Averaged Grading	Sub grading	Commentary
IIO 1	To tackle poverty and encourage wealth creation	✓✓	✓✓	Delivering development that provides space for employment as well as student homes would help increase the job opportunities in the area. The Policy is clear that student homes must be brought forward in tandem and in proportion with Class C3 housing, and Class C3 affordable homes, in order that housing poverty is tackled.
IIO 2	To improve the education and skill of the population	✓	✓	Increasing the supply of student housing will ensure high quality managed housing options are available to those in higher education, improving their overall education experience. A sufficient supply of student housing locally will help support the growth of the HE institutions operating in and around the Opportunity Area, potentially expanding the availability of higher education opportunities amongst the local population.
IIO 3	To improve the health of the population	✓✓	✓✓	High density development would support walking for more active lifestyles. Delivering homes for the student population would provide opportunities for people to remain or move to the area and benefit from the healthy environment created through redevelopment. Ensuring wheelchair user residents in HE are helped to live independently would support their health and wellbeing.
IIO 4	To reduce the incidence of crime and the fear of crime	-	-	This policy does not explicitly address the issue of crime but it does not negatively impact on it.
IIO 5	To promote social inclusion, equality, diversity and community cohesion	✓✓	✓✓	Delivering student homes alongside conventional housing, and requiring those PDSA developments to provide facilities where the student population can interact with the wider community, will help contribute towards mixed and balanced neighbourhoods. Ensuring vulnerable residents are helped to live independently would make the area more inclusive. Enabling residents to take pride in their homes and the area would support community cohesion.
IIO 6	To reduce contributions to climate change	✓	✓	The delivery of homes must meet BREEAM excellent standards and reduce carbon emissions onsite. The delivery of homes in the Old Kent Road Opportunity Area is through medium to high densities which is a more sustainable density to reduce carbon emissions further through construction, operation of the building by occupants and the movement of occupants following the 15 minute city theory.
IIO 7	To improve the air quality	-	-	This policy does not explicitly address the issue of air quality but it does not negatively impact on it.
IIO 8	To avoid waste and maximise, reuse or recycle waste arising as a resource	-	-	This policy does not explicitly address the issue of waste but it does not negatively impact on it.
IIO 9	To encourage sustainable use of water resources	-	-	This policy does not explicitly address the issue of water resources but it does not negatively impact on it.
IIO 10	To maintain and enhance the quality of land and soils	-	-	This policy does not explicitly reference land and soils quality but high-density development would make efficient use of land.
IIO 11	To protect and enhance quality of landscape and townscape	✓	✓	The provision of decent student homes will enhance the quality of landscape and townscape as the new homes will be of good design and sensitive to the character and existing local landscape and townscape.
IIO 12	To conserve and enhance the historic environment and cultural assets	✓	✓	The provision of decent student homes will enhance the quality of landscape and townscape as the new homes will be of good design and sensitive to the existing historic environment and cultural assets.
IIO 13	To protect and enhance open spaces, green corridors and biodiversity	-	-	This policy does not explicitly address the issue of biodiversity but it does not negatively impact on it.
IIO 14	To reduce vulnerability to flooding	-	-	This policy does not explicitly address the issue of flooding but it does not negatively impact on it.
IIO 15	To provide everyone with the opportunity to live in a decent home	✓✓	✓✓	The policy sits under the 'parent' student homes policies of the London Plan and Southwark Plan, which provide a route for affordable student rooms to be delivered where viability allows – which would potentially enable local lower-income young people entering higher education to live affordably in their local area. In addition to this, AAP4 promotes high quality residential design to ensure the student demographic can enjoy the same high quality living standards as other sections of the population.
IIO 16	To promote sustainable transport and minimise the need to travel by car	-	-	This policy does not explicitly address the issue of sustainable transport but it does not negatively impact on it.
IIO 17	To provide the necessary infrastructure to support existing and future development	-	-	This policy does not explicitly address the issue of infrastructure delivery but it does not negatively impact on it.

AAP5 – Businesses and workspace – The Bow Tie

IIA Objective	Description	Averaged Grading	Sub grading	Commentary
IIAO 1	To tackle poverty and encourage wealth creation	✓✓	✓✓	Creating 10,000 new jobs by 2036 —achieved through retaining and increasing floorspace as well as increasing jobs density— would greatly increase employment opportunities in the area. Delivering a more diverse mix of light industrial, offices, manufacturing, distribution, and creative workspaces suitable for occupiers would make these opportunities accessible to people from different groups. The creation of a new major town centre with jobs in retail, leisure, education, health and entertainment would also diversify the jobs offer. Space for existing small and independent businesses to grow through retention, managed relocation and provision of managed workspace and affordable workspace would support local wealth creation and a healthy local economy.
IIAO 2	To improve the education and skill of the population	✓✓	✓✓	Working with businesses to deliver specific training to enable access to new job opportunities would build work skills of residents. Informal education in a network of cultural spaces would improve the wellbeing of people of all ages.
IIAO 3	To improve the health of the population	✓✓	✓✓	The innovative mixing of uses and an improved pedestrian environment both on the Old Kent Road and in a wider network of shopping frontages, streets and squares across the new town centre would encourage walking for active lifestyles. The creation of spaces to gather and socialise in the town centre would encourage social interaction. More opportunities for leisure, entertainment, recreation, play and culture would support improved wellbeing. A new community health hub would improve the delivery of primary and community healthcare services and support health improvement and healthy lifestyles.
IIAO 4	To reduce the incidence of crime and the fear of crime	-	-	This policy does not explicitly address the issue of crime but it does not negatively impact on it.
IIAO 5	To promote social inclusion, equality, diversity and community cohesion	✓✓	✓✓	Increasing the numbers and types of jobs in the area would create more opportunities for working age people of all backgrounds. Affordable workspace for non-profits could provide accommodation for community groups and organisations that support diversity in the local population. Convenient facilities would make town centre amenities more accessible and inclusive. Space to gather and socialise and for events would encourage community cohesion.
IIAO 6	To reduce contributions to climate change	✓	✓	Transforming the format of retail from car-based warehouses to city centre shops and an environment to encourage walking would discourage private car use and contribute to carbon emission reductions.
IIAO 7	To improve the air quality	-	-	This policy does not explicitly address the issue of air quality but it does not negatively impact on it.
IIAO 8	To avoid waste and maximise, reuse or recycle waste arising as a resource	-	-	This policy does not explicitly address the issue of waste but it does not negatively impact on it.
IIAO 9	To encourage sustainable use of water resources	-	-	This policy does not explicitly address the issue of water resources but it does not negatively impact on it.
IIAO 10	To maintain and enhance the quality of land and soils	-	-	This policy does not explicitly address the issue of land and soils but it does not negatively impact on it. Delivering an innovative mix of land uses would encourage the efficient use of land.
IIAO 11	To protect and enhance quality of landscape and townscape	✓✓	✓✓	Development creating a more attractive street environment with buildings of an innovative design would improve the townscape.
IIAO 12	To conserve and enhance the historic environment and cultural assets	✓	✓	Stitching together the historic high street with new shopping frontages on the Old Kent Road would enhance the historic environment by recovering the character of the street that has been lost. Raising the profile of the area as a cultural destination would improve its cultural assets.
IIAO 13	To protect and enhance open spaces, green corridors and biodiversity	-	-	This policy does not explicitly address the issue of open spaces but it does not negatively impact on it.
IIAO 14	To reduce vulnerability to flooding	-	-	This policy does not explicitly address the issue of flooding but it does not negatively impact on it.
IIAO 15	To provide everyone with the opportunity to live in a decent home	-	-	This policy does not explicitly address the issue of new homes delivery but it does not negatively impact on it.
IIAO 16	To promote sustainable transport and minimise the need to travel by car	-	-	This policy does not explicitly address the issue of sustainable transport but it does not negatively impact on it. Mixing land uses and providing improved pedestrian routes would encourage walking and discourage car use.
IIAO 17	To provide the necessary infrastructure to support existing and future development	-	-	This policy does not explicitly address the issue of infrastructure delivery but it does not negatively impact on it.

AAP6 – Life Sciences				
IIA Objective	Description	Averaged Grading	Sub grading	Commentary
IIO 1	To tackle poverty and encourage wealth creation	✓✓	✓✓	Creating 10,000 new jobs by 2036 by retaining and increasing floorspace and increasing jobs density would greatly increase employment opportunities in the area. Policy AAP6 is important in this regard in its aim to expand the range of employment uses, including in a higher paid and higher skilled emerging sector. The creation of a new major town centre with jobs in retail, leisure, education, health and entertainment would also diversify the jobs offer. This would support local wealth creation and a healthy local economy.
IIO 2	To improve the education and skill of the population	✓	✓	Policy AAP6 requires life sciences developments to demonstrate a strategy for working with the local medical and higher education sectors to create new employment, training and research opportunities for those living, studying and working locally. This will help to build the work skills of residents.
IIO 3	To improve the health of the population	✓	✓	Providing new employment opportunities for the resident working population in an emerging sector would support local wealth creation, impacting positively on the mental health of the local beneficiary population.
IIO 4	To reduce the incidence of crime and the fear of crime	-	-	This policy does not explicitly address the issue of crime but it does not negatively impact on it.
IIO 5	To promote social inclusion, equality, diversity and community cohesion	✓	✓	Increasing the numbers and types of jobs in the area would create more opportunities for working age people of all backgrounds, and in so doing would foster community integration and cohesion.
IIO 6	To reduce contributions to climate change	✓	✓	Life sciences developments must meet excellent standards and reduce carbon emissions on-site. New life science land uses would be delivered in medium to high densities, and often in co-location with other non-employment uses, creating more sustainable densities. Carbon emissions would be reduced further through the construction stage, the operation of the building by occupants and the movement of occupants following the 15 minute city theory.
IIO 7	To improve the air quality	-	-	This policy does not explicitly address the issue of air quality but it does not negatively impact on it.
IIO 8	To avoid waste and maximise, reuse or recycle waste arising as a resource	-	-	This policy does not explicitly address the issue of waste but it does not negatively impact on it.
IIO 9	To encourage sustainable use of water resources	-	-	This policy does not explicitly address the issue of water resources but it does not negatively impact on it.
IIO 10	To maintain and enhance the quality of land and soils	-	-	This policy does not explicitly address the issue of land and soils but it does not negatively impact on it. Delivering an innovative mix of land uses would encourage the efficient use of land.
IIO 11	To protect and enhance quality of landscape and townscape	✓	✓	Development creating a more attractive street environment with life sciences buildings of high quality design would improve the townscape.
IIO 12	To conserve and enhance the historic environment and cultural assets	-	-	This policy does not explicitly address the issue of heritage assets but it does not negatively impact on it
IIO 13	To protect and enhance open spaces, green corridors and biodiversity	-	-	This policy does not explicitly address the issue of open spaces but it does not negatively impact on it.
IIO 14	To reduce vulnerability to flooding	-	-	This policy does not explicitly address the issue of flooding but it does not negatively impact on it.
IIO 15	To provide everyone with the opportunity to live in a decent home	-	-	This policy does not explicitly address the issue of new homes delivery but it does not negatively impact on it.
IIO 16	To promote sustainable transport and minimise the need to travel by car	-	-	This policy does not explicitly address the issue of sustainable transport but it does not negatively impact on it.
IIO 17	To provide the necessary infrastructure to support existing and future development	-	-	This policy does not explicitly address the issue of infrastructure delivery but it does not negatively impact on it.

AAP7 – Town Centres, Leisure and Entertainment

IIA Objective	Description	Averaged Grading	Sub grading	Commentary
IIAO 1	To tackle poverty and encourage wealth creation	✓✓	✓✓	The creation of active ground floor uses and vibrant town centres will create employment opportunities for local people. This would support local wealth creation and a healthy local economy.
IIAO 2	To improve the education and skill of the population	✓✓	✓✓	The creation of a healthy local economy and diversifying uses creates opportunity for local people to benefit from employment, skills and training.
IIAO 3	To improve the health of the population	✓✓	✓✓	By improving accessibility to more vibrant town centres and employment opportunities, it will improve the mental wellbeing of local residents as they are able to experience a better high street experience in a safer way, with more opportunities for social interaction. This reduces social isolation for local residents as well.
IIAO 4	To reduce the incidence of crime and the fear of crime	-	-	This policy does not explicitly address the issue of crime but it does not negatively impact on it.
IIAO 5	To promote social inclusion, equality, diversity and community cohesion	✓✓	✓✓	This policy aims to deliver a mixed-use high street to improve the high street experience by making it feel safer and more inclusive as well as successfully integrating with surrounding development. Attracting people back to the high street, creating a stronger sense of place, and enabling social encounters all help to promote community cohesion. A critical element in achieving this is the ground floor strategy for the Old Kent Road, which seeks to diversify uses and creating smaller local shopping frontages that are quieter and more accessible for all residents.
IIAO 6	To reduce contributions to climate change	✓	✓	By altering the format of town centres and attracting pedestrians back to the high street, the high street is transformed from car-based warehouses to city centre shops and an environment to encourage walking would discourage private car use and contribute to carbon emission reductions.
IIAO 7	To improve the air quality	-	-	This policy does not explicitly address the issue of air quality but it does not negatively impact on it.
IIAO 8	To avoid waste and maximise, reuse or recycle waste arising as a resource	-	-	This policy does not explicitly address the issue of waste but it does not negatively impact on it.
IIAO 9	To encourage sustainable use of water resources	-	-	This policy does not explicitly address the issue of water resources but it does not negatively impact on it.
IIAO 10	To maintain and enhance the quality of land and soils	-	-	This policy does not explicitly address the issue of land and soils but it does not negatively impact on it.
IIAO 11	To protect and enhance quality of landscape and townscape	✓✓	✓✓	By creating active ground floor frontages this improves the landscape and townscape of the by making them more vibrant and attractive.
IIAO 12	To conserve and enhance the historic environment and cultural assets	✓	✓	The policy requires ground floor uses to be visible from the street and sets out a preference for shutters not to be used. This enhances the historic environment and cultural assets by improving the appearance of the high street and ensuring it is sensitively designed with these assets in mind.
IIAO 13	To protect and enhance open spaces, green corridors and biodiversity	-	-	This policy does not explicitly address the issue of open spaces but it does not negatively impact on it.
IIAO 14	To reduce vulnerability to flooding	-	-	This policy does not explicitly address the issue of flooding but it does not negatively impact on it.
IIAO 15	To provide everyone with the opportunity to live in a decent home	-	-	This policy does not explicitly address the issue of new homes delivery but it does not negatively impact on it.
IIAO 16	To promote sustainable transport and minimise the need to travel by car	-	-	This policy does not explicitly address the issue of sustainable transport but it does not negatively impact on it.
IIAO 17	To provide the necessary infrastructure to support existing and future development	✓✓	✓✓	This policy aims to deliver social and health infrastructure in town centres to improve accessibility to vital services and infrastructure needed to support existing and future development to meet local need.

AAP8 – Movement – People, Place and Experience				
I/A Objective	Description	Averaged Grading	Sub grading	Commentary
I/AO 1	To tackle poverty and encourage wealth creation	✓	✓	The 'Movement' policy aims to address the issue of poverty by providing opportunities for safer and more active movement and travel for all. By improving walking and cycling routes this improves accessibility to active travel and ensures that all are able to benefit from the opportunities associated with greater mobility.
I/AO 2	To improve the education and skill of the population	-	-	This policy does not explicitly address the issue of education and training but it does not negatively impact on it.
I/AO 3	To improve the health of the population	✓✓	✓✓	The 'Movement' policy aims to improve walking and cycling routes to encourage more people to travel more sustainably. This has multiple benefits, for air quality improvements, to reduced combustion of carbon dioxide, to promoting more active travel modes. All of the foregoing would ensure local residents are able to lead more healthy and active lifestyles and rely less on private vehicles.
I/AO 4	To reduce the incidence of crime and the fear of crime	-	-	This policy does not explicitly address the issue of crime but it does not negatively impact on it.
I/AO 5	To promote social inclusion, equality, diversity and community cohesion	✓✓	✓✓	By increasing the availability, appeal and ease of walking, cycling and public transport options, the accessibility of amenities, services and community facilities will be improved for everyone living in, working in and visiting the Opportunity Area. It also enables residents to engage more in their local communities, as well as encounter people on their more active commutes. As new and existing communities in and around the Old Kent Road Opportunity Area become more accessible for all, this promotes a sense of inclusion and community cohesion.
I/AO 6	To reduce contributions to climate change	✓✓	✓✓	Ensuring that walking, cycling and public transport are the first choice for movement in the Old Kent Road Opportunity Area will reduce reliance on private vehicles and therefore reduce combustion of carbon dioxide which contributes to climate change.
I/AO 7	To improve the air quality	✓✓	✓✓	By ensuring that walking, cycling and public transport are the first choice for movement in the Old Kent Road Opportunity Area this will reduce reliance on private vehicles and therefore reduce combustion of nitrogen dioxide and other pollutants which contribute to poor air quality.
I/AO 8	To avoid waste and maximise, reuse or recycle waste arising as a resource	-	-	This policy does not explicitly address the issue of waste but it does not negatively impact on it
I/AO 9	To encourage sustainable use of water resources	-	-	This policy does not explicitly address the issue of water resources but it does not negatively impact on it
I/AO 10	To maintain and enhance the quality of land and soils	-	-	This policy does not explicitly address the issue of land and soils but it does not negatively impact on it
I/AO 11	To protect and enhance quality of landscape and townscape	-	-	This policy does not explicitly address the issue of townscape but it does not negatively impact on it
I/AO 12	To conserve and enhance the historic environment and cultural assets	-	-	This policy does not explicitly address the issue of heritage assets but it does not negatively impact on it
I/AO 13	To protect and enhance open spaces, green corridors and biodiversity	-	-	This policy does not explicitly address the issue of open spaces but it does not negatively impact on it
I/AO 14	To reduce vulnerability to flooding	-	-	This policy does not explicitly address the issue of flooding but it does not negatively impact on it
I/AO 15	To provide everyone with the opportunity to live in a decent home	-	-	This policy does not explicitly address the issue of homes but it does not negatively impact on it. The provision of sustainable transport does increase the capacity of new homes in the Opportunity Area.
I/AO 16	To promote sustainable transport and minimise the need to travel by car	-✓✓	-✓✓	By ensuring that walking, cycling and public transport are the first choice for movement in the Old Kent Road Opportunity Area, AAP8 will reduce reliance on private vehicles and therefore reduce combustion. This is achieved by delivering the Bakerloo Line Upgrade and Extension to improve access to public transport alongside the delivery of a safe, segregated cycle and bus lanes, complemented by quiet walking routes. All of the latter would incentivise sustainable and active travel modes to reduce the reliance on the car.
I/AO 17	To provide the necessary infrastructure to support existing and future development	✓✓	-✓✓	This policy focuses on the delivery of sustainable transport infrastructure which is necessary to support existing and future development, to ensure that local residents can access employment, servicing and recreation easily and safely.

AAP9 – The Greener Belt – Parks and Healthy Streets

IIA Objective	Description	Averaged Grading	Sub grading	Commentary
IIO 1	To tackle poverty and encourage wealth creation	-	-	This policy does not explicitly address the issue of wealth creation but it does not negatively impact on it
IIO 2	To improve the education and skill of the population	-	-	This policy does not explicitly address the issue of skills and training but it does not negatively impact on it.
IIO 3	To improve the health of the population	✓✓	✓✓	The Greener Belt would improve existing residents' quality of life, thereby ensuring they benefit from regeneration. AAP9 would encourage these residents –as well as all (existing and future) visitors, residents and workers in the Opportunity Area– to walk and cycle more, rather than rely on motorised vehicle travel options. The Greener Belt strategy would minimise everybody's exposure to air pollution, provide easy healthy food options, create affordable places to meet throughout the year, and improve mental health and wellbeing with urban greening.
IIO 4	To reduce the incidence of crime and the fear of crime	-	-	This policy does not explicitly address the issue of crime but it does not negatively impact on it.
IIO 5	To promote social inclusion, equality, diversity and community cohesion	✓✓	✓✓	The Greener Belt would ensure development benefits existing residents as well as newcomers, tackling health inequalities and supporting community cohesion. Social interaction across communities would also be facilitated in new affordable places to meet throughout the seasons.
IIO 6	To reduce contributions to climate change	✓	✓	The delivery of more green and open spaces would encourage local residents to walk, cycle and/or use more sustainable modes of travel. AAP9's aspiration to deliver green space within walking distance of the home would help reduce the need to get into the car in order to access places of recreation. This reduces combustion of carbon dioxide which contributes to climate change.
IIO 7	To improve the air quality	-	-	This policy does not explicitly address the issue of air quality but it does not negatively impact on it.
IIO 8	To avoid waste and maximise, reuse or recycle waste arising as a resource	-	-	This policy does not explicitly address the issue of waste but it does not negatively impact on it.
IIO 9	To encourage sustainable use of water resources	-	-	This policy does not explicitly address the issue of water resources but it does not negatively impact on it.
IIO 10	To maintain and enhance the quality of land and soils	-	-	This policy does not explicitly address the issue of land and soils but it does not negatively impact on it.
IIO 11	To protect and enhance quality of landscape and townscape	-	-	This policy does not explicitly address the issue of townscape but it does not negatively impact on it.
IIO 12	To conserve and enhance the historic environment and cultural assets	-	-	This policy does not explicitly address the issue of heritage assets, other than promoting the retention of heritage assets where they exist in existing green spaces to lend those spaces a greater sense of place and 'rootedness', but it does not negatively impact on it.
IIO 13	To protect and enhance open spaces, green corridors and biodiversity	✓✓	✓✓	The plan would deliver access to more and better green spaces, including new parks and improved existing parks. This would address the open space deficiency in the Old Kent Road Opportunity Area and therefore enhance the urban environment and biodiversity.
IIO 14	To reduce vulnerability to flooding	-	-	This policy does not explicitly address the issue of flooding but it does not negatively impact on it
IIO 15	To provide everyone with the opportunity to live in a decent home	-	-	This policy does not explicitly address the issue of homes but it does not negatively impact on it
IIO 16	To promote sustainable transport and minimise the need to travel by car	✓✓	✓✓	Delivering the Greener Belt (including the associated sustainable travel arteries such as the Trim Trail) would ensure that walking and cycling are safe, convenient and pleasurable activities.
IIO 17	To provide the necessary infrastructure to support existing and future development	-	-	This policy does not explicitly address the issue of infrastructure delivery but it does not negatively impact on it.

AAP10 – Tall Buildings Strategy – The Stations and the Crossings

IIA Objective	Description	Averaged Grading	Sub grading	Commentary
IIAO 1	To tackle poverty and encourage wealth creation	-	-	This policy does not explicitly address the issue of wealth creation but it does not negatively impact on it
IIAO 2	To improve the education and skill of the population	-	-	This policy does not explicitly address the issue of training and education but it does not negatively impact on it
IIAO 3	To improve the health of the population	-	-	This policy does not explicitly address the issue of health but it does not negatively impact on it
IIAO 4	To reduce the incidence of crime and the fear of crime	-	-	This policy does not explicitly address the issue of crime but it does not negatively impact on it
IIAO 5	To promote social inclusion, equality, diversity and community cohesion	-	-	This policy does not explicitly address the issue of inclusion but it does not negatively impact on it
IIAO 6	To reduce contributions to climate change	✓	✓	Building at higher densities is more sustainable as it allows occupants to live closer to employment, amenities and services – which helps to make cycling and walking the preferred means of travel instead of private vehicle usage. This typology is also an efficient use of land.
IIAO 7	To improve the air quality	-	-	This policy does not explicitly address the issue of air quality but it does not negatively impact on it
IIAO 8	To avoid waste and maximise, reuse or recycle waste arising as a resource	-	-	This policy does not explicitly address the issue of waste but it does not negatively impact on it
IIAO 9	To encourage sustainable use of water resources	-	-	This policy does not explicitly address the issue of water resources but it does not negatively impact on it
IIAO 10	To maintain and enhance the quality of land and soils	-	-	This policy does not explicitly address the issue of land and soils but it does not negatively impact on it
IIAO 11	To protect and enhance quality of landscape and townscape	✓✓	✓✓	Tall Buildings will be built around stations and crossings to reinforce these locations as transport nodes and landmarks. This will distribute tall buildings to reinforce the proposed hierarchy of built form, places and streets, all of which is intended to improve legibility and create a well-articulated townscape and skyline. Tall buildings must be of an exemplary design and preserve the Borough and LVMF views.
IIAO 12	To conserve and enhance the historic environment and cultural assets	✓✓	✓✓	Having a strategy for the delivery of tall buildings in the Old Kent Road Opportunity Area ensures that the historic environment and cultural assets are conserved and enhanced. Design of all tall buildings must be exemplary and they must only be located at key junctions and nodes so as to not negatively impact on the historic environment or cultural assets.
IIAO 13	To protect and enhance open spaces, green corridors and biodiversity	-	-	This policy does not explicitly address the issue of open spaces but it does not negatively impact on it
IIAO 14	To reduce vulnerability to flooding	-	-	This policy does not explicitly address the issue of flooding but it does not negatively impact on it
IIAO 15	To provide everyone with the opportunity to live in a decent home	-	-	This policy does not explicitly address the issue of homes but it does not negatively impact on it
IIAO 16	To promote sustainable transport and minimise the need to travel by car	-	-	This policy does not explicitly address the issue of sustainable transport but it does not negatively impact on it
IIAO 17	To provide the necessary infrastructure to support existing and future development	-	-	This policy does not explicitly address the issue of infrastructure delivery but it does not negatively impact on it.

AAP11 – Character and Heritage

IIA Objective	Description	Averaged Grading	Sub grading	Commentary
IIAO 1	To tackle poverty and encourage wealth creation	-	-	This policy does not explicitly address the issue of wealth creation but it does not negatively impact on it
IIAO 2	To improve the education and skill of the population	-	-	This policy does not explicitly address the issue of education and training but it does not negatively impact on it
IIAO 3	To improve the health of the population	-	-	This policy does not explicitly address the issue of health but it does not negatively impact on it
IIAO 4	To reduce the incidence of crime and the fear of crime	-	-	This policy does not explicitly address the issue of crime but it does not negatively impact on it
IIAO 5	To promote social inclusion, equality, diversity and community cohesion	✓	✓	The character and heritage of the Old Kent Road Opportunity Area will be protected and enhanced in such a way to promote inclusion, diversity and community cohesion through ensuring that existing neighbourhoods are conserved to ensure that residents have a secure sense of place and that these new and existing neighbourhoods will be well connected and cohesive with one another.
IIAO 6	To reduce contributions to climate change	✓	✓	The OKR AAP encourages retrofitting to reuse materials and make use of existing embodied carbon in existing buildings, this also plays an important role in conserving and enhancing existing character and heritage.
IIAO 7	To improve the air quality	-	-	This policy does not explicitly address the issue of air quality but it does not negatively impact on it
IIAO 8	To avoid waste and maximise, reuse or recycle waste arising as a resource	-	-	This policy does not explicitly address the issue of waste but it does not negatively impact on it
IIAO 9	To encourage sustainable use of water resources	-	-	This policy does not explicitly address the issue of water resources but it does not negatively impact on it
IIAO 10	To maintain and enhance the quality of land and soils	-	-	This policy does not explicitly address the issue of land and soils but it does not negatively impact on it
IIAO 11	To protect and enhance quality of landscape and townscape	✓✓	✓✓	By conserving and enhancing the existing character and heritage of the Old Kent Road Opportunity Area the policy aims to protect and enhance the quality of the landscape and townscape by retaining identified buildings and features of townscape merit and repurposing existing landmarks and designating new conservation areas to protect heritage assets. The policy also aims to conserve the rich local social history which will further enhance the landscape and townscape in the Old Kent Road Opportunity Area.
IIAO 12	To conserve and enhance the historic environment and cultural assets	✓✓	✓✓	By conserving and enhancing the industrial character and heritage assets in the Old Kent Road Opportunity Area it will conserve and enhance the wider historic environmental and cultural assets. The policy identifies that both listed buildings and buildings and features of townscape merit and buildings of architectural and historic interest should be retained and protected. New development must improve the Old Kent Road's historic fabric in order to enhance the historic environment.
IIAO 13	To protect and enhance open spaces, green corridors and biodiversity	-	-	This policy does not explicitly address the issue of open spaces but it does not negatively impact on it
IIAO 14	To reduce vulnerability to flooding	-	-	This policy does not explicitly address the issue of flooding but it does not negatively impact on it
IIAO 15	To provide everyone with the opportunity to live in a decent home	✓✓	✓✓	Conserving existing character and heritage contributes positively to creating a strong sense of place and community cohesion, this creates a decent place to live when delivering new homes.
IIAO 16	To promote sustainable transport and minimise the need to travel by car	-	-	This policy does not explicitly address the issue of sustainable transport but it does not negatively impact on it
IIAO 17	To provide the necessary infrastructure to support existing and future development	-	-	This policy does not explicitly address the issue of infrastructure delivery but it does not negatively impact on it.

AAP12 – Design				
IIA Objective	Description	Averaged Grading	Sub grading	Commentary
IIO 1	To tackle poverty and encourage wealth creation	-	-	This policy does not explicitly address the issue of wealth creation but it does not negatively impact on it
IIO 2	To improve the education and skill of the population	-	-	This policy does not explicitly address the issue of education and training but it does not negatively impact on it
IIO 3	To improve the health of the population	✓✓	✓✓	Design of new development in the Old Kent Road should be designed with proper ventilation and heating and cooling to regulate temperature and ensure access to green space and amenity is delivered to ensure that residents have opportunities to exercise and socialise in outdoor spaces to benefit their physical and mental wellbeing.
IIO 4	To reduce the incidence of crime and the fear of crime	✓✓	✓✓	Design of new development should be adhere to secure by design principles with security measures proportionate to their use and function. This will reduce the incidence and fear of crime.
IIO 5	To promote social inclusion, equality, diversity and community cohesion	✓✓	✓✓	Design of new development should be inclusive and achieve an exemplary standard of residential design to ensure it is accessible and inclusive for all. This applies to residential and public buildings to ensure inclusion and equality of opportunity for all in accessing housing, and amenities. Community cohesion is delivered through ensuring the design of schemes will foster a positive relationship with existing development and communities.
IIO 6	To reduce contributions to climate change	✓✓	✓✓	Design of new development should be of sustainable design and reuse materials. This is achieved by ensuring all development meets the net zero carbon target, uses high performing building fabric, connects to SELCHP and makes efficient use of materials.
IIO 7	To improve the air quality	-	-	This policy does not explicitly address the issue of air quality but it does not negatively impact on it.
IIO 8	To avoid waste and maximise, reuse or recycle waste arising as a resource	-	-	This policy does not explicitly address the issue of waste but it does not negatively impact on it.
IIO 9	To encourage sustainable use of water resources	-	-	This policy does not explicitly address the issue of water resources but it does not negatively impact on it.
IIO 10	To maintain and enhance the quality of land and soils	-	-	This policy does not explicitly address the issue of land and soils but it does not negatively impact on it.
IIO 11	To protect and enhance quality of landscape and townscape	✓✓	✓✓	New development will respond to the emerging and existing character and context of the area. For each sub area further guidance is set out to further ensure that the quality of landscape and townscape are high.
IIO 12	To conserve and enhance the historic environment and cultural assets	✓✓	✓✓	Design of new development should incorporate and safeguard buildings and features of architectural and historic interest. The retention of traditional design features and materials is set out in the sub areas to ensure consistency of design and style which will conserve and enhance the historic environment and cultural assets.
IIO 13	To protect and enhance open spaces, green corridors and biodiversity	-	-	This policy does not explicitly address the issue of open space but it does not negatively impact on it.
IIO 14	To reduce vulnerability to flooding	-	-	This policy does not explicitly address the issue of flooding but it does not negatively impact on it.
IIO 15	To provide everyone with the opportunity to live in a decent home	✓✓	✓✓	All homes should be designed to an exemplary standard of residential design to ensure that everyone lives in a good quality home.
IIO 16	To promote sustainable transport and minimise the need to travel by car	-	-	This policy does not explicitly address the issue of sustainable transport but it does not negatively impact on it
IIO 17	To provide the necessary infrastructure to support existing and future development	-	-	This policy does not explicitly address the issue of infrastructure delivery but it does not negatively impact on it.

AAP13 – Climate Emergency				
IIA Objective	Description	Averaged Grading	Sub grading	Commentary
IIO 1	To tackle poverty and encourage wealth creation	-	-	This policy does not explicitly address the issue of wealth creation but it does not negatively impact on it.
IIO 2	To improve the education and skill of the population	-	-	This policy does not explicitly address the issue of education and training but it does not negatively impact on it.
IIO 3	To improve the health of the population	✓✓	✓✓	The reduction of carbon emissions and other pollutants improves air quality and therefore improves respiratory health of local people.
			✓✓	By addressing the Climate Emergency, heating and cooling is improved in the public realm and in homes to minimise the adverse effects of temperature change on the health of vulnerable people.
			✓✓	The provision of promotion of urban greening and new public open spaces will provide opportunities for play and open-air sports facilities, enabling exercise which supports good physical health and mental health as well as facilitate relaxation and socialising is also beneficial for health and wellbeing.
IIO 4	To reduce the incidence of crime and the fear of crime	-	-	This policy does not explicitly address the issue of fear of crime but it does not negatively impact on it.
IIO 5	To promote social inclusion, equality, diversity and community cohesion	-	-	This policy does not explicitly address the issue of inclusion but it does not negatively impact on it.
IIO 6	To reduce contributions to climate change	✓✓	✓✓	New development should connect to the DHN to access a more sustainable source of heat and to reduce carbon emissions from heating. Gas boilers are not permitted in new development unless they are an interim solution before connection to the DHN.
			✓✓	Retrofitting is encouraged to ensure that embodied carbon is accounted for and materials are reused. This aims to achieve higher carbon savings onsite to reduce the emission of carbon in construction and throughout the life and use of the building.
			✓✓	New public spaces will encourage urban greening to adapt to the effects of climate change, reduce the urban heat island effect and increase ecological resilience. Creating a new walkable public realm will reduce car use and therefore CO2 emissions and contributions to climate change. CO2 emissions may suffer as a result of accelerated levels of construction and demolition. Southwark Plan 2022 policies seek to minimise carbon dioxide emissions from development.
IIO 7	To improve the air quality	✓✓	✓✓	AAP13 sets out that development must reduce carbon emission onsite through improved and more sustainable design and more sustainable connections to heat. This improved air quality as there are fewer emissions from construction and operation of buildings.
			✓✓	A walkable public realm will reduce car use and therefore CO2 emissions will promote active and sustainable transport modes, improving air quality and mitigating greenhouse gas emissions.
IIO 8	To avoid waste and maximise, reuse or recycle waste arising as a resource	✓✓	✓✓	Substantial demolition and intensification of development will create new waste demands to be managed. The policy sets out new development should retrofit and reuse older materials for new development in order to avoid waste.
IIO 9	To encourage sustainable use of water resources	✓✓	✓✓	Water as a resource should be used sustainably as part of the construction process and operation of the building.
IIO 10	To maintain and enhance the quality of land and soils	✓✓	✓✓	This policy does not explicitly address the issue of landscape and soils. But it does deliver positive impacts for the use and improvement of green and open space and to utilise soils and greening for carbon sequestration.
IIO 11	To protect and enhance quality of landscape and townscape	-	-	This policy does not explicitly address the issue of landscape and townscape quality but it does not negatively impact on it.
IIO 12	To conserve and enhance the historic environment and cultural assets	-	-	This policy does not explicitly address the issue of water resources but it does not negatively impact on it.
IIO 13	To protect and enhance open spaces, green corridors and biodiversity	✓✓	✓✓	New green spaces, parks and green infrastructure provided are a major part of the vision, creating opportunities to improve biodiversity.
IIO 14	To reduce vulnerability to flooding	✓	✓	AAP13 sets out that development should be sustainable and use resources in a sustainable way which includes water use and reducing vulnerability to flooding.
IIO 15	To provide everyone with the opportunity to live in a decent home	✓	✓	AAP13 sets out that design should be sustainable and have effective systems of heating and cooling which reduce emissions and costs for occupiers, which improves the quality of the housing stock in the Old Kent Road Opportunity Area and therefore access to decent homes for local people.
IIO 16	To promote sustainable transport and minimise the need to travel by car	✓✓	✓✓	AAP13 sets out that movement should be people centred to address the issue of carbon emissions. This means influencing behavioural change in movement and consumption to allow for locals to use more active travel modes and less private vehicles to reduce combustion and pollution.

IIAO 17	To provide the necessary infrastructure to support existing and future development	✓✓	✓✓	Any development coming forward will be expected to provide the necessary Section 106 contributions and the Community Infrastructure Levy which will deliver the required infrastructure to mitigate impact of the development.
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AAP14 – Water Management, Air and Noise Quality

IIA Objective	Description	Averaged Grading	Sub grading	Commentary
IIAO 1	To tackle poverty and encourage wealth creation	-	-	This policy does not explicitly address the issue of wealth creation but it does not negatively impact on it
IIAO 2	To improve the education and skill of the population	-	-	This policy does not explicitly address the issue of skills and training but it does not negatively impact on it.
IIAO 3	To improve the health of the population	✓✓	✓✓	Reintegrating the urban environment and designing new buildings so that people can walk and cycle around easily would encourage physical activity. Providing leisure facilities and fun environments that encourage exercise would also enable active lifestyles.
IIAO 4	To reduce the incidence of crime and the fear of crime	-	-	This policy does not explicitly address the issue of crime but it does not negatively impact on it.
IIAO 5	To promote social inclusion, equality, diversity and community cohesion	✓✓	✓✓	The delivery of improved streets and open spaces through urban greening and improved biodiversity will integrate new development with existing neighbourhoods would encourage community cohesion.
IIAO 6	To reduce contributions to climate change	✓✓	✓✓	This policy aims to help development and the existing built environment adapt to climate change through ensuring that greenfield run off rates do not exceed existing water and sewer capacities.
IIAO 7	To improve the air quality	✓✓	✓✓	Urban greening would improve air quality. 3D modelling of development impacts would avoid or mitigate air pollutant hot spots. Serving new commercial development with the least polluting vehicles would prevent them from worsening air quality.
IIAO 8	To avoid waste and maximise, reuse or recycle waste arising as a resource	✓	✓	This policy does not address the issue of waste directly, but has indirect benefits for sustainable use of resources which will reduce waste.
IIAO 9	To encourage sustainable use of water resources	✓✓	✓✓	Ensuring that drainage from development achieves 100% greenfield runoff rates and a minimum of 70% greenfield run off rates onsite using sustainable urban drainage systems would reduce the risk of surface water flooding. This also ensures that water is used in a sustainable way.
IIAO 10	To maintain and enhance the quality of land and soils	✓✓	✓✓	Urban greening would create areas of enhanced soil quality.
IIAO 11	To protect and enhance quality of landscape and townscape	-	-	This policy does not explicitly address the issue of townscape but it does not negatively impact on it.
IIAO 12	To conserve and enhance the historic environment and cultural assets	-	-	This policy does not explicitly address the issue of heritage assets but it does not negatively impact on it.
IIAO 13	To protect and enhance open spaces, green corridors and biodiversity	✓✓	✓✓	This policy ensures that development delivers urban greening and opportunities for improved biodiversity to address the
IIAO 14	To reduce vulnerability to flooding	✓✓	✓✓	Ensuring that drainage from development achieves 100% greenfield runoff rates and a minimum of 70% greenfield run off rates onsite using sustainable urban drainage systems would reduce the risk of surface water flooding.
IIAO 15	To provide everyone with the opportunity to live in a decent home	-	-	This policy does not explicitly address the issue of homes but it does not negatively impact on it
IIAO 16	To promote sustainable transport and minimise the need to travel by car	-	-	This policy does not explicitly address the issue of sustainable transport but it does not negatively impact on it.
IIAO 17	To provide the necessary infrastructure to support existing and future development	✓✓	✓✓	Providing an energy centre and decentralised heat networks, green infrastructure and sustainable urban drainage systems would support development with essential new infrastructure.

AAP15 – Great Start in Life

IIA Objective	Description	Averaged Grading	Sub grading	Commentary
IIAO 1	To tackle poverty and encourage wealth creation	✓✓	✓✓	New early years childcare places would allow parents to choose to work.
IIAO 2	To improve the education and skill of the population	✓✓	✓✓	Education choices would be improved and match the level of housing growth with the expansion of existing schools and the provision of 2 new primary schools and a new secondary school. Learning conditions would be supported by schools that meet high design standards responding to context, protecting pupils from air pollution, including safe and welcoming entrances, safeguarding children and protecting privacy of neighbours and providing light, airy and connected teaching rooms. New and improved higher and further education facilities would bring opportunities to continue education closer to residents.
IIAO 3	To improve the health of the population	✓✓	✓✓	Improvement of child and youth play space in existing parks and sharing indoor and outdoor facilities in schools for community use would support physical activity and social interaction. Good-sized entrances to schools located away from busy junctions would encourage walking to school.
IIAO 4	To reduce the incidence of crime and the fear of crime	✓✓	✓✓	Designing schools for safeguarding and protecting privacy of neighbours would prevent opportunities for crime.
IIAO 5	To promote social inclusion, equality, diversity and community cohesion	✓✓	✓✓	The delivery of improved schools and associated facilities it will promote a greater sense of inclusion as it has wider benefits for the residents of all ages as they will have greater access to services and facilities for sports and recreation too. This also promotes community cohesion as it connects new and existing communities and promotes greater social interaction.
IIAO 6	To reduce contributions to climate change	✓	✓	The delivery of schools closer to the homes of local residents will reduce the need to travel by car by parents and encourage more active travel by children and young people, which would reduce carbon emissions which contribute to climate change.
IIAO 7	To improve the air quality	-	-	This policy does not explicitly address the issue of air quality but it does not negatively impact on it
IIAO 8	To avoid waste and maximise, reuse or recycle waste arising as a resource	-	-	This policy does not explicitly address the issue of waste but it does not negatively impact on it
IIAO 9	To encourage sustainable use of water resources	-	-	This policy does not explicitly address the issue of water resources but it does not negatively impact on it
IIAO 10	To maintain and enhance the quality of land and soils	-	-	This policy does not explicitly address the issue of land and soils but it does not negatively impact on it
IIAO 11	To protect and enhance quality of landscape and townscape	-	-	This policy does not explicitly address the issue of townscape but it does not negatively impact on it.
IIAO 12	To conserve and enhance the historic environment and cultural assets	-	-	This policy does not explicitly address the issue of heritage assets but it does not negatively impact on it
IIAO 13	To protect and enhance open spaces, green corridors and biodiversity	✓	✓	The improvement of child and youth play space would enhance existing parks.
IIAO 14	To reduce vulnerability to flooding	-	-	This policy does not explicitly address the issue of flooding but it does not negatively impact on it
IIAO 15	To provide everyone with the opportunity to live in a decent home	-	-	This policy does not explicitly address the issue of homes but it does not negatively impact on it
IIAO 16	To promote sustainable transport and minimise the need to travel by car	-	-	This policy does not explicitly address the issue of sustainable transport but it does not negatively impact on it.
IIAO 17	To provide the necessary infrastructure to support existing and future development	✓✓	✓✓	Development would be supported by childcare places, space for schools to expand in the future, further and higher education places and the improvement of child and youth play spaces.

AAP16 – Child and Youth Provision

IIA Objective	Description	Averaged Grading	Sub grading	Commentary
IIAO 1	To tackle poverty and encourage wealth creation	✓✓	✓✓	The provision of child and youth facilities and services will enable parents to work and the creation of these services themselves will deliver employment opportunities for local people.
IIAO 2	To improve the education and skill of the population	✓✓	✓✓	Development must contribute to mentorship schemes and encourage children and young people to get involved in community groups and projects to further develop their personal skills.
IIAO 3	To improve the health of the population	✓✓	✓✓	Improvement of child and youth play space in existing parks and sharing indoor and outdoor facilities in schools for community use would support physical activity and social interaction. Good-sized entrances to schools located away from busy junctions would encourage walking to school.
IIAO 4	To reduce the incidence of crime and the fear of crime	✓✓	✓✓	Designing child and youth services for safeguarding and protecting privacy of neighbours would prevent opportunities for crime.
IIAO 5	To promote social inclusion, equality, diversity and community cohesion	✓✓	✓✓	The delivery of child and youth services for a range of ages will promote social inclusion and meet the needs of local young people to ensure that they are able to move around the area safely and access recreation, sports and education facilities. This also promotes equality of opportunity for all.
IIAO 6	To reduce contributions to climate change	✓	✓	The delivery of child and youth services closer to the homes of local residents will reduce the need to travel by car by parents and encourage more active travel by children and young people, which would reduce carbon emissions which contribute to climate change.
IIAO 7	To improve the air quality	-	-	This policy does not explicitly address the issue of air quality but it does not negatively impact on it
IIAO 8	To avoid waste and maximise, reuse or recycle waste arising as a resource	-	-	This policy does not explicitly address the issue of waste but it does not negatively impact on it
IIAO 9	To encourage sustainable use of water resources	-	-	This policy does not explicitly address the issue of water resources but it does not negatively impact on it
IIAO 10	To maintain and enhance the quality of land and soils	-	-	This policy does not explicitly address the issue of land and soils but it does not negatively impact on it
IIAO 11	To protect and enhance quality of landscape and townscape	-	-	This policy does not explicitly address the issue of townscape but it does not negatively impact on it
IIAO 12	To conserve and enhance the historic environment and cultural assets	-	-	This policy does not explicitly address the issue of heritage assets but it does not negatively impact on it
IIAO 13	To protect and enhance open spaces, green corridors and biodiversity	✓	✓	The delivery of play facilities will enhance open spaces.
IIAO 14	To reduce vulnerability to flooding	-	-	This policy does not explicitly address the issue of flooding but it does not negatively impact on it
IIAO 15	To provide everyone with the opportunity to live in a decent home	-	-	This policy does not explicitly address the issue of homes but it does not negatively impact on it
IIAO 16	To promote sustainable transport and minimise the need to travel by car	-	-	This policy does not explicitly address the issue of sustainable transport but it does not negatively impact on it
IIAO 17	To provide the necessary infrastructure to support existing and future development	✓✓	✓✓	The delivery of social infrastructure is necessary to support existing and future development to ensure that there are enough facilities to support the development of young people.



Old Kent Road Area Action Plan

Proposed Submission Version

October 2024

Integrated Impact Assessment Appendices

Appendix 7: Assessment of the Sub Areas and Site Allocations

Old Kent Road Area Action Plan 2024 Integrated Impact Assessment: Document Locator	
No.	Title
Appendix 1	SEA Directive Requirement
Appendix 2	Relevant Plans, Programmes and Strategies
Appendix 3	Baseline Data – Facts and Figures
Appendix 4	Sustainability Appraisal Framework
Appendix 5	Assessment of the Strategy and Vision
Appendix 6	Assessment of the Strategic and Development Management Policies
Appendix 7	Assessment of the Sub Areas and Site Allocations
Appendix 8	Monitoring Indicators against Sustainability Objectives
Appendix 9	Baseline Indicators Table
Appendix 10	Options Testing
Appendix 11	Scoping Report Consultation Summary and link to OKR AAP Scoping Report
Appendix 12	Reasonable Alternatives Considered
Appendix 13	Mental Well-being Impact Assessment Screening
Appendix 14	OKR AAP References

Appendix 7: Assessment of AAP15 – Sub Areas 1 – 5 and 18 site allocations

The following tables set out the impacts identified through IIA of AAP15, consisting of Sub Areas 1 to 5 and the 18 site allocations, on the sustainability implications. Of the total 5 sub areas set out in the plan, each area's vision and their respective site allocations is appraised against 17 sustainability objectives, encompassing economic, social and environmental aspects. Each objective is measured on a scoring scale (Key 1), with each grade assigned a numeric value, symbol and colour. Alongside the scoring, a detailed commentary on the policy is provided.

Key 1: Individual scoring against each objective

Symbol and colour	Scoring Value (%)	Score	Description
✓✓	100	Major or direct positive	The proposed option/policy contributes significantly to the achievement of the objective.
✓	50	Minor or indirect positive	The proposed option/policy contributes to the achievement of the objective but not significantly or indirectly.
-	0	Neutral	The proposed option/policy does not have any effect on the achievement of the objective or there is no clear relationship between the proposed option/policy and the achievement of the objective or the relationship is negligible.
x	-50	Minor or indirect negative	The proposed option/policy detracts from the achievement of the objective but not significantly.
xx	-100	Major or direct negative	The proposed option/policy detracts significantly from the achievement of the objective.
?	N/A	Uncertain	The proposed option/policy has an uncertain relationship to the objective or the relationship is dependent on the way in which the aspect is managed. In addition, insufficient information may be available to enable an appraisal to be made.

At the bottom of the table, there is an averaged scoring of the 17 objectives to indicate each strategic policy's and development management policy's overall efficacy in meeting the sustainability objectives. The colour bar below (key 2) divides the overall scoring into three categories from positive, neutral to negative.

Key 2: Averaged IIA objectives scoring for each policy

Negative	Neutral	Positive
< 10 %	10 - 49%	50 - 100%

Summary of the sustainability assessment for each sub area:

IIAO	Description	Sub Area 1				Sub Area 2				Sub Area 3				Sub Area 4				Sub Area 5 – Option 1				Sub Area 5 – Option 2			
		Area wide	S	M	L	Area wide	Area wide	S	M	L	S	M	L	Area wide	S	M	L	Area wide	S	M	L	Area wide	S	M	L
IIAO 1	To tackle poverty and encourage wealth creation	✓✓	✓	✓✓	✓✓	✓✓	✓	✓✓	✓✓	✓✓	✓	✓✓	✓✓	✓✓	✓	✓✓	✓✓	✓✓	✓	✓✓	✓✓	✓✓	✓	✓✓	✓✓
IIAO 2	To improve the education and skill of the population	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓
IIAO 3	To improve the health of the population	✓✓	✓	✓✓	✓✓	✓✓	✓	✓✓	✓✓	✓✓	✓	✓✓	✓✓	✓✓	✓	✓✓	✓✓	✓	✓	✓	✓	✓	✓	✓	✓
IIAO 4	To reduce the incidence of crime and the fear of crime	✓	-	✓	✓	✓	-	✓	✓	✓	-	✓	✓	✓	-	✓	✓	✓	-	✓	✓	✓	-	✓	✓
IIAO 5	To promote social inclusion, equality, diversity and community cohesion	✓✓	-	✓✓	✓✓	✓✓	-	✓✓	✓✓	✓✓	-	✓✓	✓✓	✓✓	-	✓✓	✓✓	✓	✓	✓	✓	✓	✓	✓	✓
IIAO 6	To reduce contributions to climate change	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓
IIAO 7	To improve the air quality	✓✓	-	✓✓	✓✓	✓✓	-	✓✓	✓✓	✓✓	-	✓✓	✓✓	✓✓	-	✓✓	✓✓	✓✓	-	✓✓	✓✓	✓✓	-	✓✓	✓✓
IIAO 8	To avoid waste and maximise, reuse or recycle waste arising as a resource	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
IIAO 9	To encourage sustainable use of water resources	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
IIAO 10	To maintain and enhance the quality of land and soils	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
IIAO 11	To protect and enhance quality of landscape and townscape	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
IIAO 12	To conserve and enhance the historic environment and cultural assets	✓	-	✓	✓	✓	-	✓	✓	✓	-	✓	✓	✓	-	✓	✓	✓	-	✓	✓	✓	-	✓	✓
IIAO 13	To protect and enhance open spaces, green corridors and biodiversity	✓	-	✓	✓	✓	-	✓	✓	✓	-	✓	✓	✓	-	✓	✓	✓	-	✓	✓	✓	-	✓	✓
IIAO 14	To reduce vulnerability to flooding	✓	-	✓	✓	✓	-	✓	✓	✓	-	✓	✓	✓	-	✓	✓	✓	-	✓	✓	✓	-	✓	✓
IIAO 15	To provide everyone with the opportunity to live in a decent home	✓✓	-	✓✓	✓✓	✓✓	-	✓✓	✓✓	✓✓	-	✓✓	✓✓	✓✓	-	✓✓	✓✓	-	-	-	-	-	-	-	-
IIAO 16	To promote sustainable transport and minimise the need to travel by car	✓✓	-	✓✓	✓✓	✓✓	-	✓✓	✓✓	✓✓	-	✓✓	✓✓	✓✓	-	✓✓	✓✓	✓✓	-	✓✓	✓✓	✓✓	-	✓✓	✓✓
IIAO 17	To provide the necessary infrastructure to support existing and future development	✓✓	✓	✓✓	✓✓	✓✓	✓	✓✓	✓✓	✓✓	✓	✓✓	✓✓	✓✓	✓	✓✓	✓✓	✓✓	✓	✓✓	✓✓	✓✓	✓	✓✓	✓✓
Averaged Scoring		76%	26%	76%	76%	79%	32%	79%	79%	79%	32%	79%	79%	79%	32%	79%	79%	65%	35%	65%	65%	65%	35%	65%	65%

Detailed integrated Impact Assessment for:

Sub Area 1: Mandela Way, Crimscott Street and Old Kent Road (North)

Including:

- OKR 1 – Bricklayers Arms Roundabout
- OKR 2 – Land bounded by Glengall Road, Latona Road and Old Kent Road
- OKR 3 – Mandela Way
- OKR 4 – Dunton Road (Tesco Store and Car Park) and Southernwood Retail Park
- OKR 5 – Salisbury Estate Garages
- OKR 6 – 96 – 120 Old Kent Road (Lidl Store)
- OKR 7 – Former Petrol Filling Station, 233 – 247 Old Kent Road
- OKR 8 – Kinglake Street Garages
- OKR 9 – 4/12 Albany Road

IIAO	Sub Area 1				OKR1/ NSP56	OKR2/ NSP57	OKR3/ NSP58	OKR4/ NSP59	OKR5/ NSP60	OKR6/ NSP61	OKR7/ NSP62	OKR8/ NSP63	OKR9/ NSP64
	Area wide	S	M	L									
IIAO 1	✓✓	✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓
IIAO 2	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓
IIAO 3	✓✓	✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓
IIAO 4	✓	-	✓	✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓
IIAO 5	✓✓	-	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓
IIAO 6	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓
IIAO 7	✓✓	-	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓	✓✓	✓✓
IIAO 8	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
IIAO 9	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓✓
IIAO 10	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
IIAO 11	✓	✓	✓	✓	✓✓	✓	✓	✓	✓✓	✓	✓	✓	✓
IIAO 12	✓	-	✓	✓	✓✓	✓	✓	✓	✓	✓	✓	✓	✓
IIAO 13	✓	-	✓	✓	✓	✓	✓✓	✓✓	✓✓	✓	✓✓	✓✓	✓
IIAO 14	✓	-	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
IIAO 15	✓✓	-	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓
IIAO 16	✓✓	-	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓	✓✓	✓✓	✓
IIAO 17	✓✓	✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓
Avg.	76%	26%	76%	76%	85%	79%	82%	82%	85%	76%	79%	82%	76%

Sub Area 1: Mandela Way, Crimscott Street and Old Kent Road (North)

Sub Area 1: Mandela Way, Crimscott Street and Old Kent Road (North)						
IIA Objective	Description	Area-wide	Timescale			Commentary
			Short term	Medium term	Long term	
IIAO 1	To tackle poverty and encourage wealth creation	✓✓	✓	✓✓	✓✓	The area-wide redevelopment will revitalise the neighbourhood with an improved living environment that will encourage inward investment and boost local economy such as retail uses serving the local community. For example, OKR2 (Crimscott Street and Pages Walk), current home to existing 170 jobs and 16 businesses, will be redeveloped in a mixed-use scheme which sees 760 new homes and 2,301 new jobs.
		✓✓	✓	✓✓	✓✓	The growing population under the intensification and revitalisation of the existing industrial and residential area will produce economic synergy by creating new job opportunities for local residents and providing enterprise opportunities in the business area.
		✓✓	✓	✓✓	✓✓	Aligning with the policies in the plan, at least 10% affordable workspace at discount market rents will be provided over 30 years by new development of over 500 sqm GIA (gross) of employment floorspace. This is part of the bow tie employment strategy, which works to prioritise industrial, distribution, warehousing and creative makerspaces in the area and ensure the residents are trained and ready to access the new job opportunities.
	Average Scoring	✓✓	✓	✓✓	✓✓	
IIAO 2	To improve the education and skill of the population	✓✓	✓	✓	✓✓	Potential expansion of existing primary schools to provide high quality education opportunities for the new generations in the area.
		✓✓	✓✓	✓✓	✓✓	Aligning with the policies in the plan, major developments in the sub area will be required to provide specific programmes for mentorship, training or jobs for young people. As such, it will support the young generations to build up skills for employability and benefit from social regeneration.
		✓✓	✓✓	✓✓	✓✓	Aligning with the policies in the plan, many new jobs and training opportunities will be generated in the sub area as the provision is required for planning applications during the construction phase and in completed developments.
	Average Scoring	✓✓	✓✓	✓✓	✓✓	
IIAO 3	To improve the health of the population	✓✓	✓	✓✓	✓✓	The area vision looks to deliver excellent design that expresses timeless quality and variety within buildings and public spaces in between, contributing to the sense of different districts and to the health and well-being of communities across the development area.

		✓✓	✓	✓✓	✓✓	The sub area aims to connect communities by requiring development to improve the environment for people walking and cycling, strengthening the network of parks and improve the links between parks, the new tube station and other local facilities such as Walworth Academy, primary schools and shops on the Old Kent Road. The positive environment will help to encourage behavioural changes for active travel and social interaction and as a result reduce health inequalities.
	Average Scoring	✓✓	✓	✓✓	✓✓	
IIAO 4	To reduce the incidence of crime and the fear of crime	✓	-	✓	✓	Improved permeability through the delivery of excellent design, in accordance with the 'design out crime principles', will encourage street level activities, which in turn provide natural surveillance to reduce the perception of crime and incidence of crime.
IIAO 5	To promote social inclusion, equality, diversity and community cohesion	✓✓	-	✓✓	✓✓	Aligning with the policies in the plan, it will deliver mixed communities on different income levels and social backgrounds with the tenure-blind approach and at least 35% affordable housing with preference to social rented housing.
		✓✓	-	✓✓	✓✓	Recognising the potential of regeneration with new residents whilst protecting existing communities, the redevelopment will offer a range of housing tenures and sizes, phased over a number of years, to attract and facilitate existing residents to stay and benefit from the improved connections, facilities and communities.
		✓✓	-	✓✓	✓✓	A wide range of community infrastructure will be provided to serve the area, including schools, re-landscaped Burgess Park, sports facilities, new civic spaces and 231 Old Kent Road to promote social interaction, participation and cohesion among residents on different backgrounds.
		✓✓	✓✓	✓✓	✓✓	To ensure planning works to benefit all from regeneration, a Social Regeneration Charter is drawn up for the area which sets out detailed aims for reducing social, economic and health inequalities and explains how the council will monitor the progress towards achieving a number of promises which the council has made to the community.
		Average Scoring	✓✓	-	✓✓	✓✓
IIAO 6	To reduce contributions to climate change	✓	✓	✓	✓	Carbon offset fund will be collected in the area from development where it is not feasible to achieve zero carbon emission on site. The planning contributions, paid as the shortfall in on site carbon saving, will be spent on offsetting measures to reduce carbon emission in the existing buildings across the area. As a result, this will help to achieve carbon reduction.
		✓✓	✓✓	✓✓	✓✓	Being a net zero carbon Area Action Plan, all new development will achieve net zero carbon by meeting the highest on site performance including the highest environmental building standards and net zero electricity and heating systems, banning gas boilers as the permanent heating solutions. They will also be required to connect to or enable future connection to a district heat network, which provides a supply of low carbon heat to homes, businesses and public buildings. The current district heat network for Old Kent Road is SELCHP.

		✓✓	✓	✓✓	✓✓	It creates an opportunity to take a holistic approach to enhancing environment and networks for cycling and walking through the area-wide master planning to encourage active travel modes as an alternative to the usage of private car, which in turn significantly reduces contributions to climate change.
	Average Scoring	✓✓	✓✓	✓✓	✓✓	
IIAO 7	To improve the air quality	✓✓	-	✓✓	✓✓	In short term, air quality may be negatively impacted due to construction, where mitigation measures will be implemented. In long term, excellent design delivered through new developments within buildings and space in between will provide green infrastructure and encourage active travel modes including walking and cycling, which will in turn reduce the usage and emission of private cars (through phased plans for reducing parking provision and construction and transport management). It The design for green infrastructure will also effectively absorb greenhouse gases and reduce the concentration of air pollutants. It will significantly contribute to improving air quality and health of the communities.
		✓✓	-	✓✓	✓✓	The typologies in the masterplan promote mixed-use development including innovative solutions for mixing industrial development with new homes. Recognising that servicing is considered carefully to enable commercial premises to function without conflict with residential development, the plan sets out consolidation of servicing to enable more efficient movement of vehicles and reduce the pressure on the road network and improve air quality. It aims to maintain good air quality whilst ensuring efficient transport service is in place to support the vibrancy of businesses.
	Average Scoring	✓✓	-	✓✓	✓✓	
IIAO 8	To avoid waste and maximise, reuse or recycle waste arising as a resource	-	-	-	-	Substantial demolition and intensification of development will create new waste demands to be managed. In order to effectively manage waste and reduce waste going to landfill, new development is required to provide adequate management of waste from construction and intensified development in accordance with the waste management hierarchy. For new development in the sub area services will be provided by the Old Kent Road integrated waste management facility including materials recovery and mechanical biological treatment.
		✓✓	✓✓	✓✓	✓✓	The development in the sub area will connect to SELCHP district heat network that turns waste into energy and converts the excess heat to heat that can be used in heating buildings. This is considered to be a renewable source of heat, a process to more sustainably manage waste through combustion, to reduce the amount of waste going to landfill.
	Average Scoring	✓	✓	✓	✓	
IIAO 9	To encourage sustainable use of water resources	✓	✓	✓	✓	It could place additional pressures on the water network but development comes with the potential for water-recycling and sustainable water measures when development is in operation. The masterplan for the sub area and policies for new development in

						the area ensure proper water management is in place, including communal sustainable urban drainage systems (SuDS), to reduce water use, improve water quality, reuse rainwater and contain rainwater discharge.
IIAO 10	To maintain and enhance the quality of land and soils	✓	✓	✓	✓	New development will be redeveloped on brownfield sites, providing opportunities to remediate contaminated land and utilise urban greening through the choice of the appropriate types and design of trees planting. As such, it helps to improve the soil quality with the creation of new green public space.
IIAO 11	To protect and enhance quality of landscape and townscape	✓	✓	✓	✓	A masterplan has been created for the sub area with respect to the history of the area, its existing character and townscape and strategic viewing considerations at a granular level. Informed by the masterplan, requirements for each site allocation within the sub area are carefully designed in terms of design guidance, heritage reservation and building height.
IIAO 12	To conserve and enhance the historic environment and cultural assets	✓	-	✓	✓	The masterplan also takes into consideration for the sub area the history of the area, cultural assets and community heritage at a granular level. It informs both the site allocation requirements and the strategic planning for the whole sub area to enhance the historic environment and cultural assets.
IIAO 13	To protect and enhance open spaces, green corridors and biodiversity	✓	-	✓	✓	As part of Greener Belt Strategy, the sub area provides a strategic planning for new parks, new pedestrian and cycle links providing safe walking routes and green corridors between schools and local community facilities. In addition, development on the site allocations will be required to provide open and green spaces including play facilities and greenery, providing a tranquil environment and comfortable places to sit and socialise or rest.
IIAO 14	To reduce vulnerability to flooding	✓	-	✓	✓	<p>Developing at higher densities could free up more space for landscape enhancements and flood mitigation measures as part of new and improved open spaces and public realm. Meanwhile, the plan requires flood risk to be reduced through implementing onsite sustainable urban drainage measures.</p> <p>Strategic flood risk assessment Level 2 has been prepared to assess the site allocations within the sub area. It provides evidence to ensure the proposed land uses are compatible with the relevant flood zone (i.e. passed the sequential test) and the sites having 'a more vulnerable use' have satisfied the exception test whereby flood risk to people and property will be managed satisfactorily, when allowing necessary development on this site to occur.</p> <p>Moreover, a detailed site-specific SFRA will be required for development on each site allocation to ensure flood risks will be properly mitigated and minimise flood risk to the wider area through measures on site as mentioned above.</p>
IIAO 15	To provide everyone with the opportunity to live in a decent home	✓✓	-	✓✓	✓✓	It delivers homes and a wider urban environment suitable for residents at all stages in their lives, encouraging people to live and work locally. This will include excellent cycling provision, safe secure streets with good building frontages and a choice of homes including a range of different sized homes, generous space standards and provision of specialist housing.

		✓✓	-	✓✓	✓✓	<p>Aiming to deliver regeneration that works for all, the redevelopment will provide a range of housing tenures and sizes to attract both new and existing residents, phased over a number of years to facilitate existing residents to move in to benefit the improved connections, facilities and communities.</p> <p>A Community Review Panel is also set up to help the council better understand the needs of the local community. This panel will comment on plans for development in the area, giving independent advice on planning and discussing important issues including housing, transport, public and green spaces, and the environment</p>
	Average Scoring	✓✓	-	✓✓	✓✓	
IIAO 16	To promote sustainable transport and minimise the need to travel by car	✓✓	-	✓✓	✓✓	<p>In response to the Climate Emergency, the action area takes a people centred approach to movement with a particular focus on reducing the impact of carbon emissions from vehicles. Traffic movements will be reduced with the creation of safe and accessible walking and cycling routes, which become the first choice for moving around the area. New walkable neighbourhoods will benefit from the new parks and spaces in the greener belt, new developments that will be car free and the proximity to the new tube stations of the Bakerloo line extension.</p> <p>The transition to less polluting and low carbon vehicles, such as electric vehicles, will be supported especially for commercial vehicles, which are using the street the most. As such, the sub area will provide the required infrastructure to support the transition to net zero carbon with the reliable source of fuel or electricity for the convenient and security of business operation.</p>
IIAO 17	To provide the necessary infrastructure to support existing and future development	✓✓	✓	✓✓	✓✓	<p>The efficient delivery of quality development in the area will accelerate Community Infrastructure Levy (CIL) payments and other financial contributions toward the cost of Bakerloo Line Extension. This is planned alongside the thorough phasing plan for new development in the area to ensure the growth and regeneration of the area is well supported by the essential travel infrastructure.</p> <p>In addition, a wide range of infrastructure, serving economic, social and environmental purposes will be delivered to increase the capacity in supporting the existing and new residents and fostering cohesive and well-connected communities.</p>

OKR1: Bricklayers Arms (NSP56)

Site requirements

Redevelopment of the site must:

- Provide new homes; and

Redevelopment of the site should:

- Provide a new high street format with new retail, employment and community uses.

IIA Objective	Description	Averaged Grading	Sub grading	Commentary
IIAO 1	To tackle poverty and encourage wealth creation	✓✓	✓✓	The site will provide opportunities for jobs within construction, offices and retail. The increase in the number of local jobs will tackle poverty by decreasing the employment rate and providing a stable income to a greater number of people, and will subsequently encourage wealth creation within the local community.
IIAO 2	To improve the education and skill of the population	✓✓	✓✓	The site will enable skills to be developed amongst workers employed to undertake the construction of new homes as well as skills developed in the town centre, employment and community establishments that the development will provide.
IIAO 3	To improve the health of the population	✓✓	✓✓	The redevelopment will also bring forward positive impacts in walkability and connectivity with the provision of green pedestrian links, promoting active lifestyle and mental well-being. The redevelopment will also draw on its proximity to open water and green spaces, including Surrey Water and Deal Porters Walk, to promote the access to the open space.
			✓✓	New residential provision on site will help meet the housing needs and address the overcrowding issue, which is a key determinants of health.
IIAO 4	To reduce the incidence of crime and the fear of crime	✓✓	✓✓	Improved permeability and activation of frontages, particularly along the low-line route, will open up spaces to promote social interaction and the feeling of public safety.
			✓✓	Providing new homes will result in more people in the local area, the increased presence and activity will result in greater natural surveillance within the locality which should reduce incidences and the fear of crime within the area.
IIAO 5	To promote social inclusion, equality, diversity and community cohesion	✓✓	✓✓	The proposal will provide new community uses which should help encourage more community interaction with different groups within the local area, providing more awareness of the diverse groups living within the area and encouraging community cohesion.
			✓✓	The delivery of more homes, consisting of a mix of different sizes and tenures will bring more people to the area from a range of different backgrounds, this will create more opportunities for greater diversity within the area and encourage more community cohesion.
IIAO 6	To reduce contributions to climate change	✓✓	✓	Carbon offset fund will be collected in the area from development where it is not feasible to achieve zero carbon emission on site. The planning contributions, paid as the shortfall in on site carbon saving, will be spent on offsetting measures to reduce carbon emission in the existing buildings across the area. As a result, this will help to achieve carbon reduction
			✓✓	Being a net zero carbon Area Action Plan, all new development will achieve net zero carbon by meeting the highest on site performance including the highest environmental building standards and net zero electricity and heating systems, banning gas boilers as the permanent heating solutions. They will also be required to connect to or enable future connection to a district heat network, which provides a supply of low carbon heat to homes, businesses and public buildings. The current district heat network for Old Kent Road is SELCHP.
			✓✓	It creates an opportunity to take a holistic approach to enhancing environment and networks for cycling and walking through the area-wide master planning to encourage active travel modes as an alternative to the usage of private car, which in turn significantly reduces contributions to climate change.

IIAO 7	To improve the air quality	✓✓	✓✓	Priority given to walking and cycling in the design requirement of the site will promote active travel modes and reduce the incentive of driving, thus improving air quality. In addition, AAP policies require development to meet air quality neutral standards and improve air quality.
IIAO 8	To avoid waste and maximise, reuse or recycle waste arising as a resource	✓	-	Substantial demolition and intensification of development will create new waste demands to be managed. In order to effectively manage waste and reduce waste going to landfill, new development is required to provide adequate management of waste from construction and intensified development in accordance with the waste management hierarchy. For new development in the sub area services will be provided by the Old Kent Road integrated waste management facility
			✓✓	The development in the sub area will connect to SELCHP district heat network that turns waste into energy and converts the excess heat to heat that can be used in heating buildings. This is considered to be a renewable source of heat, a process to more sustainably manage waste through combustion, to reduce the amount of waste going to landfill.
IIAO 9	To encourage sustainable use of water resources	✓	✓	It could place additional pressures on the water network but development comes with the potential for water-recycling and sustainable water measures when development is in operation. The masterplan for the sub area and policies for new development in the area ensure proper water management is in place, including communal sustainable urban drainage systems (SuDS), to reduce water use, improve water quality, reuse rainwater and contain rainwater discharge.
IIAO 10	To maintain and enhance the quality of land and soils	✓	✓	New development will come forward on brownfield sites, providing opportunities to remediate contaminated land and utilise urban greening through the choice of the appropriate types and design of trees planting. As such, it helps to improve the soil quality with the creation of new green public space.
IIAO 11	To protect and enhance quality of landscape and townscape	✓✓	✓✓	Improving the quality of townscape and landscape creating a new network of streets, improved connectivity and new green spaces is a strong part of this site allocation in requiring the junction to be re-modelled and improved for the purposes of pedestrian experience, convenience and place making. This would have significant public realm and townscape benefits for the local area. This would create opportunities to improve health and wellbeing and security, which could affect groups such as the homeless, women, older people and those with physical disabilities. The site seeks to encourage landscaping as part of the development and the provision of new trees which will help in softening the landscape.
IIAO 12	To conserve and enhance the historic environment and cultural assets	✓✓	✓	The site is within proximity of Bermondsey Street and Page's Walk Conservation Areas. The site should improve the settings of Paragon Gardens and Grade II listed Driscoll House. Part of the site lies within the Background Assessment Area of LVMF view 23.1A from the centre of bridge over the Serpentine to the Palace of Westminster. Part of the site lies within the Borough View of St Paul's Cathedral from One Tree Hill. Tier 1 APA designation. The site is located in APA1- North Southwark and Roman Roads. A strategy for archaeological investigation and mitigation is required for this site. Development will be respectful to the designations of conservation areas, listed buildings, areas of archaeological significance and protected views and designed in a way which seeks to enhance the setting of historical assets where relevant.
			✓✓	The allocation and others seek to promote new cultural, leisure and sports facilities through required and suggested community use classes.
IIAO 13	To protect and enhance open spaces, green corridors and biodiversity	✓	✓	The site is in proximity to Paragon Gardens (Borough Open Land). All existing open space near the site area will be retained.
IIAO 14	To reduce vulnerability to flooding	✓	✓	The sequential test confirms that the site (SFRA Level II, Analysis 14) will have a "more vulnerable" use (mixed use including residential, town centre, employment and community uses) in Flood Zone 3 and therefore requires an additional exception test, which would be satisfied by the first criteria that the development proves to provide wider sustainability benefits to the community that outweigh flood risk. The site development will bring sustainability benefits as follows: <ul style="list-style-type: none"> - The site will enable skills to be developed amongst workers employed do undertake the construction of new homes as well as skills developed in the town centre, employment and community establishments the development will provide. - The redevelopment will also bring forward positive impacts on walkability and connectivity with green pedestrian links, promoting active lifestyle and mental well-being. - The policy encourages the delivery of homes to increase housing supply within the borough. In the long-term, through the provision of more homes, including affordable homes, increased supply should improve the affordability of homes. The increased provision of affordable homes is encouraged through AAP4's fast track route for planning applications which trigger the affordable housing requirement. A lot of economic factors can impact upon housing price, which is an indicator of housing affordability. However, supply of more homes across London (in line with the draft London Plan housing target) in the long term will encourage the improved affordability of homes in the borough.

				<ul style="list-style-type: none"> - New residential provision on site will help meet the housing needs and address the overcrowding issue, which is one of the key determinants of health - The proposal will provide new community uses which should help encourage more community interaction with different groups within the local area providing more awareness of the diverse groups living within the area and encouraging community cohesion. - The improved connectivity and walkability within the site and with the wider area promotes active travel modes including walking and cycling, thus reducing the reliance on private vehicles and lowering the use of fossil fuels - Priority in walking and cycling in the design requirement of the site will promote active travel modes and reduce the incentive of driving, thus improving air quality. - The improved connectivity and walkability within the site and with the wider area will promote active travel modes including walking and cycling, which will help reduce the reliance on private vehicles. - The site should accommodate community uses. These could include nurseries, day centres, schools, are galleries, gymnasiums,, cinemas and training centres. These are all important facilities for community and cultural uses within the borough to support existing and future development <p>To meet the second requirement that the development is safe for its lifetime, recommendations are set out in the report including site specific emergency evacuation procedures, flood resilient construction techniques and SuDS. A site-specific FRA is also required for any development proposals to demonstrate that the development will be safe for its lifetime taking account of the vulnerability of its users, without increasing flood risk elsewhere, and, where possible, reducing flood risk overall.</p> <p>No basement dwellings should be permitted in this area. Non- domestic basement thresholds must be raised above the 2100 maximum water level, anticipated through breach of the River Thames defences. Internal access to upper floors must be provided and flood resilient design and construction techniques employed.</p> <p>SuDS selection and design should be in accordance with the sustainable drainage hierarchy and provide sufficient capacity to cater for all events up to the 1 in 100 year storm event, incorporating the latest allowances for climate change. Ground conditions should be confirmed through site investigation and dewatering of excavations and basement waterproofing implemented where required.</p> <p>As such, the exception test is satisfied whereby flood risk to people and property will be managed satisfactorily, when allowing necessary development on this site to occur.</p>
IIAO 15	To provide everyone with the opportunity to live in a decent home		✓✓	The policy will help to increase the amount of affordable tenure homes and the affordability of homes to address the needs of local people and to ensure that everyone has access to high quality housing, regardless of income.
			✓✓	The policy encourages the delivery of homes to increase housing supply within the borough. In the long-term, through the provision of more homes, including affordable homes, increased supply should improve the affordability of homes. The increased provision of affordable homes is encouraged through AAP4's fast track route for planning applications which trigger the affordable housing requirement.
			✓✓	Many economic factors can impact upon housing price, which is an indicator of housing affordability. However, supply of more homes across London (in line with the draft London Plan housing target) in the long term will encourage the improved affordability of homes in the borough.
			✓✓	By identifying development capacity for residential development, housing delivery is supported and accelerated. By increasing certainty around infrastructure requirements, housing growth should be sustained including affordable housing.
			✓✓	The increased delivery of housing and affordable housing should enable people in the borough who may have previously not have had a permanent home to be able to afford a home, and will enable families to remain residing in the same household or area if they choose to do so, which will have positive impacts for health and social cohesion.
IIAO 16	To promote sustainable transport and minimise the need to travel by car	✓✓	✓✓	The improved connectivity and walkability within the site and with the wider area will promote active travel modes including walking and cycling, which will help reduce the reliance on private vehicles.
IIAO 17	To provide the necessary infrastructure to support existing and future development	✓✓	✓✓	The site should accommodate community uses. These could include nurseries, day centres, schools, are galleries, gymnasiums, cinemas and training centres. These are all important facilities for community and cultural uses within the borough to support existing and future development
			✓✓	The efficient delivery of quality development on the site will accelerate Community Infrastructure Levy (CIL) payments and other financial contributions toward the cost of Bakerloo Line Extension. This is planned alongside the thorough phasing plan for new development on site to ensure the growth and regeneration of the area is well supported by the essential travel infrastructure.
				In addition, a wide range of infrastructure, serving economic, social and environmental purposes will be delivered to increase the capacity in supporting the existing and new residents and fostering cohesive and well-connected communities.

OKR2: Crimscott Street and Pages Walk (NSP57)

Site requirements

Redevelopment of the site must:

- Provide new homes; and
- Replace existing employment floorspace and provide a range of employment spaces which are consistent with the building and land use types shown in Figure SA1.3 ; and
- Provide community uses including gallery space/artist’s studios.

Redevelopment of the site may:

- Provide retail.

Relevant planning applications

12/AP/2702 (Built)

Marshall House, 6 Pages Walk. Demolition of existing warehouse building and construction of buildings ranging in height from 4 storeys to 6 storeys, plus basement, to provide 82 residential units with landscaping, refuse/recycling facilities, cycle storage and car parking, access and associated works.

15/AP/2474 (276 homes under construction and 130 homes approved)

Rich Industrial Estate. Demolition of four existing buildings and electricity substation and the development of a phased mixed-use scheme ranging from 3-9 storeys plus basements (maximum height 34.03m AOD) comprising a series of new buildings and retained/refurbished/extended buildings to provide a total of 19,468sqm (GIA) of commercial, retail, art gallery and storage floorspace (Use Classes A1, A2, A3, B1, B8 and D1) and 406 residential units (Use Class C3) plus associated highway and public realm works, landscaping, car and cycle parking, infrastructure works and associated works.

17/AP/3170 (Under construction)

18-19 Crimscott Street. Redevelopment of the site to provide a part 6 / part 9 storey building (plus basement) with 1835sqm GIA of Class B1 office floorspace and 55 residential units (Class C3) and associated car and cycle parking and landscaping.

19/AP/1286 (Approved)

20 Crimscott Street. Two storey extension above existing light industrial building to provide 9 new flats with associated cycle and waste storage.

IIA Objective	Description	Averaged Grading	Sub grading	Commentary
IIAO 1	To tackle poverty and encourage wealth creation	✓✓	✓✓	The site will provide opportunities for jobs within construction, offices and retail. The increase in the number of local jobs will tackle poverty by decreasing the employment rate and providing a stable income to a greater number of people, and will subsequently encourage wealth creation within the local community.
			✓✓	The growing population under the intensification and revitalisation of the existing industrial and residential uses on site will produce economic synergy by creating new job opportunities for local residents and providing enterprise opportunities in the business area.
			✓✓	Aligning with the policies in the plan, at least 10% affordable workspace at discount market rents will be provided over 30 years by new development of over 500 sqm GIA (gross) of employment floorspace. This is part of the bow tie employment strategy, which works to prioritise industrial, distribution, warehousing and creative makerspaces in the area and ensure the residents are trained and ready to access the new job opportunities.
IIAO 2	To improve the education and skill of the population	✓✓	✓✓	A wider provision employment will help the population become more skilled, particularly in commercial uses.
IIAO 3	To improve the health of the population		✓✓	More job opportunities will be generated by the increase in employment space, which will help reduce poverty as residents will be more likely to be employed.

		✓✓	✓✓	New residential provision on site will help meet the housing needs and address the overcrowding issue, which is a key determinants of health
				The site allocation constitutes part of the masterplan with the view to connecting communities, by requiring development on site to improve the environment for people walking and cycling, strengthening the network of parks and improve the links between parks, the new tube station and other local facilities such as Walworth Academy, primary schools and shops on the Old Kent Road. The positive environment will help to encourage behavioural changes for active travel and social interaction and as a result reduce health inequalities.
IIAO 4	To reduce the incidence of crime and the fear of crime	✓✓	✓✓	Improved permeability and activation of frontages will open up spaces to promote social interaction and the feeling of public safety.
			✓✓	Providing new homes will result in more people in the local area, the increased presence and activity will result in greater natural surveillance within the locality which should reduce incidences and the fear of crime within the area.
IIAO 5	To promote social inclusion, equality, diversity and community cohesion	✓✓	✓✓	Improved permeability across the site will combat severance between communities and encourage community interaction
			✓✓	The delivery of more homes, consisting of a mix of different sizes and tenures will bring more people to the area from a range of different backgrounds, this will create more opportunities for greater diversity within the area and encourage more community cohesion
IIAO 6	To reduce contributions to climate change	✓✓	✓	Carbon offset fund will be collected from the development if it is not feasible to achieve zero carbon emission on site. The planning contributions, paid as the shortfall in on site carbon saving, will be spent on offsetting measures to reduce carbon emission in the existing buildings across the area. As a result, this will help to achieve carbon reduction.
			✓✓	Being a net zero carbon Area Action Plan, the new development will achieve net zero carbon by meeting the highest on site performance including the highest environmental building standards and net zero electricity and heating systems, banning gas boilers as the permanent heating solutions. They will also be required to connect to or enable future connection to a district heat network, which provides a supply of low carbon heat to homes, businesses and public buildings. The current district heat network for Old Kent Road is SELCHP.
			✓✓	It creates an opportunity to take a holistic approach to enhancing environment and networks for cycling and walking through the area-wide master planning to encourage active travel modes as an alternative to the usage of private car, which in turn significantly reduces contributions to climate change.
IIAO 7	To improve the air quality	✓✓	✓✓	In short term, air quality may be negatively impacted due to construction, where mitigation measures will be implemented. In long term, excellent design delivered through new development within buildings and space in between will provide green infrastructure and encourage active travel modes including walking and cycling, which will in turn reduce the usage and emission of private cars (through phased plans for reducing parking provision and construction and transport management). The design for green infrastructure will also effectively absorb greenhouse gases and reduce the concentration of air pollutants. It will significantly contribute to improving air quality and health of the communities.
			✓✓	The typologies in the masterplan promote mixed-use development on site including innovative solutions for mixing industrial development with new homes. Recognising that servicing is considered carefully to enable commercial premises to function without conflict with residential development, the plan sets out consolidation of servicing to enable more efficient movement of vehicles and reduce the pressure on the road network and improve air quality. It aims to maintain good air quality whilst ensuring efficient transport service is in place to support the vibrancy of businesses.
IIAO 8	To avoid waste and maximise, reuse or recycle waste arising as a resource	✓	-	Substantial demolition and intensification of development will create new waste demands to be managed. In order to effectively manage waste and reduce waste going to landfill, new development is required to provide adequate management of waste from construction and intensified development in accordance with the waste management hierarchy. Services for the new development be provided by the Old Kent Road integrated waste management facility including materials recovery and mechanical biological treatment.
			✓✓	The development in the sub area will connect to SELCHP district heat network that turns waste into energy and converts the excess heat to heat that can be used in heating buildings. This is considered to be a renewable source of heat, a process to more sustainably manage waste through combustion, to reduce the amount of waste going to landfill.

IIAO 9	To encourage sustainable use of water resources	✓	✓	It could place additional pressures on the water network but development comes with the potential for water-recycling and sustainable water measures when development is in operation. The masterplan for the sub area and policies for new development in the area ensure proper water management is in place, including communal sustainable urban drainage systems (SuDS), to reduce water use, improve water quality, reuse rainwater and contain rainwater discharge.
IIAO 10	To maintain and enhance the quality of land and soils	✓	✓	New development will come forward on brownfield sites, providing opportunities to remediate contaminated land and utilise urban greening through the choice of the appropriate types and design of trees planting. As such, it helps to improve the soil quality with the creation of new green public space.
IIAO 11	To protect and enhance quality of landscape and townscape	✓	✓	A masterplan has been created for the sub area with respect to the history of the area, its existing character and townscape and strategic viewing considerations at a granular level. Informed by the masterplan, requirements for each site allocation within the sub area are carefully designed in terms of design guidance, heritage reservation and building height.
IIAO 12	To conserve and enhance the historic environment and cultural assets	✓	✓	<p>The site is not within a conservation area but development should enhance the setting of the Pages Walk and Bermondsey Street conservation areas.</p> <p>The site includes part of Grade II listed buildings 44 and 45 Grange Road.</p> <p>Part of the site lies within the Background Assessment Area of LVMF view 3A.1 from the Kenwood viewing gazebo to St Paul's Cathedral. Part of the site falls within the Borough View of St Paul's Cathedral from Nunhead Cemetery.</p> <p>Tier 1 APA designation. The site is located in APA1- North Southwark and Roman Roads.</p> <p>A strategy for archaeological investigation and mitigation is required for this site.</p> <p>Development will be respectful to the designations of conservation areas, listed buildings, areas of archaeological significance and protected views and designed in a way which seeks to enhance the setting of historical assets where relevant.</p>
IIAO 13	To protect and enhance open spaces, green corridors and biodiversity	✓	✓	As part of Greener Belt Strategy, the sub area provides a strategic planning for new parks, new pedestrian and cycle links providing safe walking routes and green corridors between schools and local community facilities. In accordance with the masterplan, development on the site allocation will be required to provide open and green spaces including play facilities and greenery, providing a tranquil environment and comfortable places to sit and socialise or rest.
IIAO 14	To reduce vulnerability to flooding	✓	✓	<p>The sequential test confirms that the site (SFRA Level 2 - Analysis 14) will have a "more vulnerable" use (mixed use including residential, employment, community and town centre uses) in Flood Zone 3 and therefore requires an additional exception test, which would be satisfied by the first criteria that the development proves to provide wider sustainability benefits to the community that outweigh flood risk. The site development will bring sustainability benefits as follows:</p> <ul style="list-style-type: none"> - The redevelopment will bring forward job opportunities with the retail and employment space reprovided at least the same amount currently on site, which will help tackle poverty - The redevelopment will provide new homes and create job opportunities during construction to tackle poverty - The site will enable skills to be developed by workers who are employed to carry out the construction - The policy encourages the delivery of homes to increase housing supply within the borough. In the long-term, through the provision of more homes, including affordable homes, increased supply should improve the affordability of homes. The increased provision of affordable homes is encouraged through AAP4's fast track route for planning applications which trigger the affordable housing requirement. A lot of economic factors can impact upon housing price, which is an indicator of housing affordability. However, supply of more homes across London (in line with the draft London Plan housing target) in the long term will encourage the improved affordability of homes in the borough.

				<ul style="list-style-type: none"> - New residential provision will address the housing shortage, overcrowding and affordability issues, which are among the key determinants of public health - Improved frontages and permeability will encourage walkability and cycling, which will bring positive health effects by encouraging active travel modes - Improved permeability across the site will combat severance between communities and encourage community interaction - Improved permeability and activation of frontages, will open up spaces to promote social interaction and the feeling of public safety - AAP policies require non residential buildings to achieve a BREEAM rating of excellence. This ensures buildings are energy efficient and low carbon will help reduce our carbon footprint and our contribution to manmade climate change - The site is required to develop in a sensitive manner to the listed buildings, the open space, the conservation area, heritage assets and the borough view, and reflect existing building heights, so as to respect the local character, heritage and townscape <p>To meet the second requirement that the development is safe for its lifetime, recommendations are set out in the report including site-specific emergency evacuation procedures, flood resilient construction techniques and SuDS.</p> <p>No basement dwellings should be permitted in this area (Flood Zone 3).</p> <p>Applications 15/AP/2474, 17/AP/3170 and 19/AP/1286 are relevant to this site allocation, as planning permission has been granted. A Flood Risk Assessment was submitted with each application and has been considered in the decision making process. The site-specific FRAs demonstrate that the developments will be safe for their lifetimes, taking account of the vulnerability of its users, that the developments will not increase flood risk elsewhere, and that, where possible, flood risk will be reduced overall by the measures introduced by these schemes. The Environment Agency were consulted during the planning process for all applications and they have advised that they would have no objection to the proposals. A Basement Impact Assessment is required for any development proposals incorporating new or extended basement areas, and for the cases already granted on this site this assessment was submitted either at the point of application or has been secured by condition.</p> <p>As such, the exception test is satisfied whereby flood risk to people and property will be managed satisfactorily, when allowing necessary development on this site to occur.</p>
IIAO 15	To provide everyone with the opportunity to live in a decent home	✓✓	✓✓ ✓✓ ✓✓ ✓✓ ✓✓	<p>The policy will help to increase the amount of affordable tenure homes and the affordability of homes to address the needs of local people and to ensure that everyone has access to high quality housing, regardless of income.</p> <p>The policy encourages the delivery of homes to increase housing supply within the borough. In the long-term, through the provision of more homes, including affordable homes, increased supply should improve the affordability of homes. The increased provision of affordable homes is encouraged through AAP 14's fast track route for planning applications which trigger the affordable housing requirement.</p> <p>Many economic factors can impact upon housing price, which is an indicator of housing affordability. However, supply of more homes across London (in line with the draft London Plan housing target) in the long term will encourage the improved affordability of homes in the borough.</p> <p>By identifying development capacity for residential development, housing delivery is supported and accelerated. By increasing certainty around infrastructure requirements, housing growth should be sustained including affordable housing.</p> <p>The increased delivery of housing and affordable housing should enable people in the borough who may have previously not have had a permanent home to be able to afford a home, and will enable families to remain residing in the same household or area if they choose to do so, which will have positive impacts for health and social cohesion.</p>
IIAO 16	To promote sustainable transport and minimise the need to travel by car	✓✓	✓✓	<p>In response to the Climate Emergency, the action area takes a people centred approach to movement with a particular focus on reducing the impact of carbon emissions from vehicles. Traffic movements will be reduced</p>

				with the creation of safe and accessible walking and cycling routes, which become the first choice for moving around the area. New development will create walkable neighbourhoods, being car free and the proximity to the new tube stations of the Bakerloo line extension.
IIAO 17	To provide the necessary infrastructure to support existing and future development	✓✓	✓✓	The granted permissions within the site allocation will deliver a new gallery space or artist studios. This is an important part of infrastructure providing cultural uses within the borough.
			✓✓	The efficient delivery of quality development in the area will accelerate Community Infrastructure Levy (CIL) payments and other financial contributions toward the enhancement in infrastructure capacity and the cost of Bakerloo Line Extension. This is planned alongside the thorough phasing plan for new development to ensure it is well supported by the essential travel infrastructure.

OKR3: Mandela Way (NSP58)

Site requirements

Redevelopment of the site must:

- Replace existing employment floorspace and provide a range of employment spaces, which are consistent with the building and land use types shown in Figure SA1.3 ; and
- Provide light industrial or warehouse distribution uses as part of mixed use development on Locally Significant Industrial Land; and
- Provide new homes; and
- Provide a new primary school; and
- Provide community uses ; and
- Provide a new park shown in Figure SA1.2; and
- Provide a pedestrian and cycle link from East Street via Hendre Road to Willow Walk and on to Bermondsey Spa.

Redevelopment of the site may:

- Provide retail; and
- Provide the option of relocating Tesco from its existing site onto Mandela Way in order to deliver the Burgess Park Bakerloo Line Station and maintain continuity of trade for Tesco

IIA Objective	Description	Averaged Grading	Sub grading	Commentary
IIAO 1	To tackle poverty and encourage wealth creation	✓✓	✓✓	The growing population under the intensification and revitalisation of the existing industrial and residential uses on site will produce economic synergy by creating new job opportunities for local residents and providing enterprise opportunities in the business area. The increase in the number of local jobs will tackle poverty by decreasing the employment rate and providing a stable income to a greater number of people, and will subsequently encourage wealth creation within the local community.
			✓✓	Aligning with the policies in the plan, at least 10% affordable workspace at discount market rents will be provided over 30 years by new development of over 500 sqm GIA (gross) of employment floorspace. This is part of the bow tie employment strategy, which works to prioritise industrial, distribution, warehousing and creative makerspaces in the area and ensure the residents are trained and ready to access the new job opportunities.
IIAO 2	To improve the education and skill of the population	✓✓	✓✓	Aligning with the policies in the plan, the development will be required to provide specific programmes for mentorship, training or jobs for young people. As such, it will support the young generations to build up skills for employability and benefit from social regeneration.
			✓✓	Aligning with the policies in the plan, many new jobs and training opportunities will be generated in the sub area as the provision is required for planning applications during the construction phase and in completed developments.
IIAO 3	To improve the health of the population	✓✓	✓✓	More job opportunities generated by employment space will help reduce poverty as an underlying determinant.
			✓✓	The provision of new public open space will provide opportunities for play and open-air sports facilities, enabling exercise which supports good physical health and mental health as well as facilitate relaxation and socialising is also beneficial for health and well being.
			✓✓	The provision of a new link from Hendre Way to Cycleway1 on Willow Walk will encourage more opportunities for walking and cycling contributing to good physical health and mobility through exercise.
			✓✓	New residential provision on site will help meet the housing needs and address the overcrowding issue, which is one of the key determinants of health.
IIAO 4	To reduce the incidence of crime and the fear of crime	✓✓	✓✓	Improved permeability and activation of frontages and new open spaces will promote social interaction and the feeling of public safety.
			✓✓	Providing new homes will result in more people in the local area, the increased presence and activity will result in greater natural surveillance within the locality which should reduce incidences and the fear of crime within the area.
IIAO 5	To promote social inclusion, equality, diversity and community cohesion	✓✓	✓✓	Improved permeability across the site will help combat severance between communities and encourage community interaction.

			✓✓	A new public space for people to sit and gather will enable people from different cultures and backgrounds to interact in a shared space, encouraging community cohesion.
			✓✓	New entertainment and arts facilities will benefit the entire community, and may encourage more community interaction.
			✓✓	The delivery of more homes, consisting of a mix of different sizes and tenures will bring more people to the area from a range of different backgrounds, this will create more opportunities for greater diversity within the area and encourage more community cohesion
IIAO 6	To reduce contributions to climate change	✓✓	✓	Carbon offset fund will be collected in the area from development where it is not feasible to achieve zero carbon emission on site. The planning contributions, paid as the shortfall in on site carbon saving, will be spent on offsetting measures to reduce carbon emission in the existing buildings across the area. As a result, this will help to achieve carbon reduction.
			✓✓	Being a net zero carbon Area Action Plan, all new development will achieve net zero carbon by meeting the highest on site performance including the highest environmental building standards and net zero electricity and heating systems, banning gas boilers as the permanent heating solutions. They will also be required to connect to or enable future connection to a district heat network, which provides a supply of low carbon heat to homes, businesses and public buildings. The current district heat network for Old Kent Road is SELCHP.
			✓✓	It creates an opportunity to take a holistic approach to enhancing environment and networks for cycling and walking through the area-wide master planning to encourage active travel modes as an alternative to the usage of private car, which in turn significantly reduces contributions to climate change.
IIAO 7	To improve the air quality	✓✓	✓✓	In short term, air quality may be negatively impacted due to construction, where mitigation measures will be implemented. In long term, excellent design delivered through the new development within buildings and space in between will provide green infrastructure and encourage active travel modes including walking and cycling, which will in turn reduce the usage and emission of private cars (through phased plans for reducing parking provision and construction and transport management). It The design for green infrastructure will also effectively absorb greenhouse gases and reduce the concentration of air pollutants. It will significantly contribute to improving air quality and health of the communities.
			✓✓	The typologies in the masterplan promote mixed-use development including innovative solutions for mixing industrial development with new homes. Recognising that servicing is considered carefully to enable commercial premises to function without conflict with residential development, the plan sets out consolidation of servicing to enable more efficient movement of vehicles and reduce the pressure on the road network and improve air quality. It aims to maintain good air quality whilst ensuring efficient transport service is in place to support the vibrancy of businesses
IIAO 8	To avoid waste and maximise, reuse or recycle waste arising as a resource	✓	-	Substantial demolition and intensification of development will create new waste demands to be managed. In order to effectively manage waste and reduce waste going to landfill, new development is required to provide adequate management of waste from construction and intensified development in accordance with the waste management hierarchy. For new development on site services will be provided by the Old Kent Road integrated waste management facility including materials recovery and mechanical biological treatment.
			✓✓	The site allocation will connect to SELCHP district heat network that turns waste into energy and converts the excess heat to heat that can be used in heating buildings. This is considered to be a renewable source of heat, a process to more sustainably manage waste through combustion, to reduce the amount of waste going to landfill.
IIAO 9	To encourage sustainable use of water resources	✓	✓	It could place additional pressures on the water network but development comes with the potential for water-recycling and sustainable water measures when development is in operation. The masterplan for the sub area and policies for new development on site ensure proper water management is in place, including communal sustainable urban drainage systems (SuDS), to reduce water use, improve water quality, reuse rainwater and contain rainwater discharge.
IIAO 10	To maintain and enhance the quality of land and soils	✓	✓	New development will come forward on brownfield sites, providing opportunities to remediate contaminated land and utilise urban greening through the choice of the appropriate types and design of trees planting. As such, it helps to improve the soil quality with the creation of new green public space.
IIAO 11	To protect and enhance quality of landscape and townscape	✓	✓	A masterplan has been created for the sub area with respect to the history of the area, its existing character and townscape and strategic viewing considerations at a granular level. Informed by the masterplan, requirements for each site allocation within the sub area are carefully designed in terms of design guidance, heritage reservation and building height.
IIAO 12	To conserve and enhance the historic environment and cultural assets	✓	✓	The site partially lies within the Page's Walk Conservation Area and should enhance its setting.
			✓	The site should enhance the setting of Grade II listed building The White House.
			✓	Much of the site lies within the Background Assessment Area of LVMF view 23.1A from the centre of bridge over the Serpentine to the Palace of Westminster. Much of the site falls within the Borough Views of St Paul's Cathedral from Nunhead Cemetery and One Tree Hill. Tier 1 APA designation. The site is located in APA1- North Southwark and Roman Roads lies within the 'Bermondsey Lake' Archaeological Priority Area. A strategy for archaeological investigation and mitigation is required.

				<p>The site is in proximity of the Bermondsey Abbey Buildings.</p> <p>Development will be respectful to the designations of conservation areas, listed buildings and areas of archaeological significance and designed in a way which seeks to enhance the setting of historical assets where relevant.</p>
			✓	<p>The masterplan also takes into consideration for the sub area the history of the area, cultural assets and community heritage at a granular level. It informs both the site allocation requirements and the strategic planning for the whole sub area to enhance the historic environment and cultural assets.</p>
IIAO 13	To protect and enhance open spaces, green corridors and biodiversity	✓✓	✓✓	<p>As part of the Greener Belt Strategy, the sub area provides a strategic planning for new pedestrian and cycle links providing safe walking routes and green corridors between schools and local community facilities. In addition, development on the site allocations will be required to provide open and green spaces providing a tranquil environment and comfortable places to sit and socialise or rest.</p>
IIAO 14	To reduce vulnerability to flooding	✓	✓	<p>The sequential test confirms that the site (SFRA Level 2 - Analysis 14) will have a "more vulnerable" use (mixed use including residential, employment, community and town centre uses) in Flood Zone 3 and therefore requires an additional exception test, which would be satisfied by the first criteria that the development proves to provide wider sustainability benefits to the community that outweigh flood risk. The site development will bring sustainability benefits as follows:</p> <ul style="list-style-type: none"> - The redevelopment will bring forward job opportunities with the retail and employment space reprovided at least the same amount currently on site, which will help tackle poverty - The redevelopment will provide new homes and create job opportunities during construction to tackle poverty - The site will enable skills to be developed by workers who are employed to carry out the construction - The policy encourages the delivery of homes to increase housing supply within the borough. In the long-term, through the provision of more homes, including affordable homes, increased supply should improve the affordability of homes. The increased provision of affordable homes is encouraged through AAP4's fast track route for planning applications which trigger the affordable housing requirement. A lot of economic factors can impact upon housing price, which is an indicator of housing affordability. However, supply of more homes across London (in line with the draft London Plan housing target) in the long term will encourage the improved affordability of homes in the borough. - New residential provision will address the housing shortage, overcrowding and affordability issues, which are among the key determinants of public health - Improved frontages and permeability will encourage walkability and cycling, which will bring positive health effects by encouraging active travel modes - Improved permeability across the site will combat severance between communities and encourage community interaction - Improved permeability and activation of frontages, will open up spaces to promote social interaction and the feeling of public safety - AAP policies require non residential buildings to achieve a BREEAM rating of excellence. This ensures buildings are energy efficient and low carbon will help reduce our carbon footprint and our contribution to manmade climate change - The site is required to develop in a sensitive manner to the listed buildings, the open space, the conservation area, heritage assets and the borough view, and reflect existing building heights, so as to respect the local character, heritage and townscape <p>To meet the second requirement that the development is safe for its lifetime, recommendations are set out in the report including site-specific emergency evacuation procedures, flood resilient construction techniques and SuDS. A site-specific FRA is also required for any development proposals to demonstrate that the development will be safe for its lifetime taking account of the vulnerability of its users, without increasing flood risk elsewhere, and, where possible, reducing flood risk overall.</p> <p>Basement dwellings should not be permitted within this area (Flood Zone 3). A Basement Impact Assessment will be separately required for any development proposals incorporating new or extended basement areas for non-domestic use.</p> <p>As such, the exception test is satisfied whereby flood risk to people and property will be managed satisfactorily, when allowing necessary development on this site to occur.</p>
IIAO 15	To provide everyone with the opportunity to live in a decent home	✓✓	✓✓	<p>The policy will help to increase the amount of affordable tenure homes and the affordability of homes to address the needs of local people and to ensure that everyone has access to high quality housing, regardless of income.</p>
			✓✓	<p>The policy encourages the delivery of homes to increase housing supply within the borough. In the long-term, through the provision of more homes, including affordable homes, increased supply should improve the affordability of homes. The increased provision of affordable homes is encouraged through AAP4's fast track route for planning applications which trigger the affordable housing requirement.</p>
			✓✓	<p>Many economic factors can impact upon housing price, which is an indicator of housing affordability. However, supply of more homes across London (in line with the draft London Plan housing target) in the long term will encourage the improved affordability of homes in the borough.</p>

			✓✓	By identifying development capacity for residential development, housing delivery is supported and accelerated. By increasing certainty around infrastructure requirements, housing growth should be sustained including affordable housing.
			✓✓	The increased delivery of housing and affordable housing should enable people in the borough who may have previously not have had a permanent home to be able to afford a home, and will enable families to remain residing in the same household or area if they choose to do so, which will have positive impacts for health and social cohesion.
IIAO 16	To promote sustainable transport and minimise the need to travel by car	✓✓	✓✓	In response to the Climate Emergency, the action area takes a people centred approach to movement with a particular focus on reducing the impact of carbon emissions from vehicles. Traffic movements will be reduced with the creation of safe and accessible walking and cycling routes, which become the first choice for moving around the area. The provision of a new link from Hendre Way to Quietway 1 on Willow Walk through the site allocation will encourage more opportunities for walking and cycling contributing to good physical health and mobility through exercise will further promote active transport modes.
IIAO 17	To provide the necessary infrastructure to support existing and future development	✓✓	✓✓	The site should accommodate community uses. These could include nurseries, day centres, schools, art galleries, gymnasiums, cinemas and training centres. These are all important facilities for community and cultural uses within the borough to support existing and future development.
			✓✓	The efficient delivery of quality development in the area will accelerate Community Infrastructure Levy (CIL) payments and other financial contributions toward the enhancement to infrastructure capacity and the cost of Bakerloo Line Extension. This is planned alongside the thorough phasing plan for new development on site to ensure it is well supported by the essential travel infrastructure. In addition, a wide range of infrastructure, serving economic, social and environmental purposes will be delivered to increase the capacity in supporting the existing and new residents and fostering cohesive and well-connected communities

OKR4: 107 Dunton Road (Tesco store and car park) and Southernwood Retail Park (NSP59)

Site requirements

Redevelopment of the site must:

- Replace existing retail floorspace, including a new supermarket; and
- Provide new homes (C3); and
- Provide community uses; and
- Provide public open space to support a connection to Burgess Park; and
- Provide a tube station, tunnelling and worksite requirements will need to be incorporated into the site design and phasing.

Redevelopment of the site should:

- Provide employment uses, consistent with the building and land use types shown in Figure SA1.3.

Redevelopment of the site may:

- Provide new visitor accommodation.

Relevant planning applications

18/AP/3551 (Approved subject to S106)or

Southernwood Retail Park. Hybrid planning application for detailed permission for Phase 1 and outline planning permission for Phase 2 comprising:

Application for full planning permission for 'Phase 1' comprising demolition of existing buildings and the erection of a part 9, part 14, part 15, part 48 storey development (plus basement) up to 161.25m AOD, with 940 sqm GIA of (Class A1) retail use, 541 sqm GIA of flexible (Class A1/A2/A3) retail/financial and professional services/restaurant and café use, 8671 sqm GIA (Class C1) hotel; 541 (class C3) residential units (51,757 sqm GIA); landscaping, public realm and highway works, car and cycle parking and servicing area, plant and associated works.

Application for outline planning permission (with details of internal layouts and external appearance reserved) for 'Phase 2' comprising demolition of existing buildings and the erection of a part 9, part 12, storey development (plus basement) up to 42.80m AOD, with 1049 sqm GIA of flexible (Class A1/A2/A3) retail/financial and professional services/restaurant and café use; 183 (Class C3) residential units (17,847sqm GIA), 1141 sqm GIA (Class D2) cinema and the creation of a 475 sqm GIA (Class C1) hotel service area at basement level; landscaping, public realm and highway works, car and cycle parking and servicing area, plant and associated works.

IIA Objective	Description	Averaged Grading	Sub grading	Commentary
IIAO 1	To tackle poverty and encourage wealth creation	✓✓	✓✓	The site will provide opportunities for jobs within construction, offices, retail, and leisure facilities. The increase in the number of local jobs will tackle poverty by decreasing the employment rate and providing a stable income to a greater number of people, and will subsequently encourage wealth creation within the local community.
IIAO 2	To improve the education and skill of the population	✓✓	✓✓	A wider provision of employment will help the population become more skilled, particularly in commercial uses.
			✓✓	Aligning with the policies in the plan, major development on site will be required to provide specific programmes for mentorship, training or jobs for young people. As such, it will support the young generations to build up skills for employability and benefit from social regeneration.
			✓✓	Aligning with the policies in the plan, many new jobs and training opportunities will be generated as the provision is required for planning applications during the construction phase and in completed developments.
IIAO 3	To improve the health of the population	✓✓	✓✓	More job opportunities generated by employment space will help reduce poverty as an underlying determinant.
			✓✓	New residential provision on site will help meet the housing needs and address the overcrowding issue, which is one of the key determinants of health.
			✓✓	The provision of new public open space will provide opportunities for play and open-air sports facilities, enabling exercise which supports good physical health and mental health as well as facilitate relaxation and socialising is also beneficial for health and well being.
IIAO 4	To reduce the incidence of crime and the fear of crime	✓✓	✓✓	Improved permeability and activation of frontages will open up spaces to promote social interaction and the feeling of public safety.
			✓✓	Providing new homes will result in more people in the local area, the increased presence and activity will result in greater natural surveillance within the locality which should reduce incidences and the fear of crime within the area.

IIAO 5	To promote social inclusion, equality, diversity and community cohesion	✓✓	✓✓	Improved permeability across the site will help combat severance between communities and encourage community interaction.
			✓✓	A new café will be provided where people can sit and gather which will enable people from different cultures and backgrounds to interact in a shared space, encouraging community cohesion.
			✓✓	The scheme will provide D2 uses (including a cinema) for the whole community to use which may help to encourage more community interaction and community cohesion.
			✓✓	The delivery of more homes, consisting of a mix of different sizes and tenures will bring more people to the area from a range of different backgrounds, this will create more opportunities for greater diversity within the area and encourage more community cohesion
IIAO 6	To reduce contributions to climate change	✓✓	✓	Carbon offset fund will be collected in the area from development where it is not feasible to achieve zero carbon emission on site. The planning contributions, paid as the shortfall in on site carbon saving, will be spent on offsetting measures to reduce carbon emission in the existing buildings across the area. As a result, this will help to achieve carbon reduction.
			✓✓	Being a net zero carbon Area Action Plan, all new development will achieve net zero carbon by meeting the highest on site performance including the highest environmental building standards and net zero electricity and heating systems, banning gas boilers as the permanent heating solutions. They will also be required to connect to or enable future connection to a district heat network, which provides a supply of low carbon heat to homes, businesses and public buildings. The current district heat network for Old Kent Road is SELCHP.
			✓✓	It creates an opportunity to take a holistic approach to enhancing environment and networks for cycling and walking through the area-wide master planning to encourage active travel modes as an alternative to the usage of private car, which in turn significantly reduces contributions to climate change.
IIAO 7	To improve the air quality	✓✓	✓✓	In short term, air quality may be negatively impacted due to construction, where mitigation measures will be implemented. In long term, excellent design delivered through the new development within buildings and space in between will provide green infrastructure and encourage active travel modes including walking and cycling, which will in turn reduce the usage and emission of private cars (through phased plans for reducing parking provision and construction and transport management). It The design for green infrastructure will also effectively absorb greenhouse gases and reduce the concentration of air pollutants. It will significantly contribute to improving air quality and health of the communities.
			✓✓	The typologies in the masterplan promote mixed-use development including innovative solutions for mixing industrial development with new homes. Recognising that servicing is considered carefully to enable commercial premises to function without conflict with residential development, the plan sets out consolidation of servicing to enable more efficient movement of vehicles and reduce the pressure on the road network and improve air quality. It aims to maintain good air quality whilst ensuring efficient transport service is in place to support the vibrancy of businesses.
IIAO 8	To avoid waste and maximise, reuse or recycle waste arising as a resource	✓	-	Substantial demolition and intensification of development will create new waste demands to be managed. In order to effectively manage waste and reduce waste going to landfill, new development is required to provide adequate management of waste from construction and intensified development in accordance with the waste management hierarchy. For the site allocation services will be provided by the Old Kent Road integrated waste management facility including materials recovery and mechanical biological treatment.
			✓✓	The development in the sub area will connect to SELCHP district heat network that turns waste into energy and converts the excess heat to heat that can be used in heating buildings. This is considered to be a renewable source of heat, a process to more sustainably manage waste through combustion, to reduce the amount of waste going to landfill.
IIAO 9	To encourage sustainable use of water resources	✓	✓	It could place additional pressures on the water network but development comes with the potential for water-recycling and sustainable water measures when development is in operation. The masterplan for the sub area and policies for new development on site ensure proper water management is in place, including communal sustainable urban drainage systems (SuDS), to reduce water use, improve water quality, reuse rainwater and contain rainwater discharge
IIAO 10	To maintain and enhance the quality of land and soils	✓	✓	New development will come forward on brownfield sites, providing opportunities to remediate contaminated land and utilise urban greening through the choice of the appropriate types and design of trees planting. As such, it helps to improve the soil quality with the creation of new green public space.
IIAO 11	To protect and enhance quality of landscape and townscape	✓	✓	A masterplan has been created for the sub area with respect to the history of the area, its existing character and townscape and strategic viewing considerations at a granular level. Informed by the masterplan, requirements for each site allocation within the sub area are carefully designed in terms of design guidance, heritage reservation and building height. As such, the site will provide and new landscaping and improved public realm.

				Enhanced high-quality public realm should also provide for a much improved engaging townscape which allows for freer movement and social interaction.
IIAO 12	To conserve and enhance the historic environment and cultural assets	✓	✓	<p>The masterplan also takes into consideration for the sub area the history of the area, cultural assets and community heritage at a granular level. It informs both the site allocation requirements and the strategic planning for the whole sub area to enhance the historic environment and cultural assets.</p> <p>The site is in close proximity of the Coburg Road Conservation Area.</p> <p>The site is in close proximity of the Grade II listed Former Fire Station.</p> <p>Part of the site lies within the Background Assessment Area of LVMF view 23.1A from the centre of bridge over the Serpentine to the Palace of Westminster. Part of the site lies within the Borough View of St Paul's Cathedral from Nunhead Cemetery.</p> <p>Tier 1 APA designation. The site is located in APA1- North Southwark and Roman Roads.</p> <p>Development will be respectful to the designations of conservation areas, listed buildings and areas of archaeological significance and designed in a way which seeks to enhance the setting of historical assets where relevant.</p>
IIAO 13	To protect and enhance open spaces, green corridors and biodiversity	✓✓	✓✓	New landscaping and green infrastructure provided are a major part of the site vision, creating opportunities to improve biodiversity.
IIAO 14	To reduce vulnerability to flooding	✓	✓	<p>The sequential test confirms that the site (SFRA Level 2 - Analysis 14) will have a "more vulnerable" use (mixed use including residential, employment, community open space new visitor accommodation and town centre uses) in Flood Zone 3 and therefore requires an additional exception test, which would be satisfied by the first criteria that the development proves to provide wider sustainability benefits to the community that outweigh flood risk. The site development will bring sustainability benefits as follows:</p> <ul style="list-style-type: none"> - The redevelopment will bring forward job opportunities with the retail and employment space reprovided at least the same amount currently on site, which will help tackle poverty - The redevelopment will provide new homes and create job opportunities during construction to tackle poverty - The site will enable skills to be developed by workers who are employed to carry out the construction - The policy encourages the delivery of homes to increase housing supply within the borough. In the long-term, through the provision of more homes, including affordable homes, increased supply should improve the affordability of homes. The increased provision of affordable homes is encouraged through AAP4's fast track route for planning applications which trigger the affordable housing requirement. A lot of economic factors can impact upon housing price, which is an indicator of housing affordability. However, supply of more homes across London (in line with the draft London Plan housing target) in the long term will encourage the improved affordability of homes in the borough. - New residential provision will address the housing shortage, overcrowding and affordability issues, which are among the key determinants of public health - The provision of new public open space will provide opportunities for play and open-air sports facilities, enabling exercise which supports good physical health and mental health as well as facilitate relaxation and socialising is also beneficial for health and well being - Improved frontages and permeability will encourage walkability and cycling, which will bring positive health effects by encouraging active travel modes - Improved permeability across the site will combat severance between communities and encourage community interaction - Improved permeability and activation of frontages, will open up spaces to promote social interaction and the feeling of public safety - AAP policies require non residential buildings to achieve a BREEAM rating of excellence. This ensures buildings are energy efficient and low carbon will help reduce our carbon footprint and our contribution to manmade climate change - The site is required to develop in a sensitive manner to the listed buildings, the open space, the conservation area, heritage assets and the borough view, and reflect existing building heights, so as to respect the local character, heritage and townscape <p>To meet the second requirement that the development is safe for its lifetime, recommendations are set out in the report including site specific emergency evacuation procedures, flood resilient construction techniques and SuDS.</p> <p>No basement dwellings should be permitted in this area (Flood Zone 3).</p>

				<p>Application 18/AP/3551 is relevant to this site allocation, as planning permission has been granted. A Flood Risk Assessment and Drainage Strategy were submitted with this application and have been considered in the decision making process. The site-specific FRA and drainage strategy have been reviewed by the Environment Agency and the Drainage Team respectively. The drainage strategy has confirmed that:</p> <ul style="list-style-type: none"> - All sleeping accommodation has been set above the flood protection level of 2.65mAOD; and - 30% of the ground floor of the site is permeable amenity space. <p>The targeted discharge rates from the site, in line with greenfield rates for each duration are as follows:</p> <ul style="list-style-type: none"> - 1 in 1 year storm - 3.60 l/s; - 1 in 30 year storm - 9.77 l/s; and - 1 in 100 year storm - 13.55 l/s. <p>The site will also include blue and green roofs as well as permeable paving and underground storage tanks.</p> <p>The scheme includes provision for a large basement to be delivered across two phases. A basement impact assessment has been submitted and no concerns were raised from a flood risk perspective and would not have a detrimental impact on the environment. The assessment concluded that the proposed development can be constructed without adverse impacts to groundwater, surface water, and ground movements. As such, the exception test is satisfied whereby flood risk to people and property will be managed satisfactorily, when allowing necessary development on this site to occur.</p>
IIAO 15	To provide everyone with the opportunity to live in a decent home	✓✓	✓✓	The policy will help to increase the amount of affordable tenure homes and the affordability of homes to address the needs of local people and to ensure that everyone has access to high quality housing, regardless of income.
			✓✓	The policy encourages the delivery of homes to increase housing supply within the borough. In the long-term, through the provision of more homes, including affordable homes, increased supply should improve the affordability of homes. The increased provision of affordable homes is encouraged through AAP4's fast track route for planning applications which trigger the affordable housing requirement.
			✓✓	Many economic factors can impact upon housing price, which is an indicator of housing affordability. However, supply of more homes across London (in line with the draft London Plan housing target) in the long term will encourage the improved affordability of homes in the borough.
			✓✓	By identifying development capacity for residential development, housing delivery is supported and accelerated. By increasing certainty around infrastructure requirements, housing growth should be sustained including affordable housing.
			✓✓	The increased delivery of housing and affordable housing should enable people in the borough who may have previously not have had a permanent home to be able to afford a home, and will enable families to remain residing in the same household or area if they choose to do so, which will have positive impacts for health and social cohesion.
IIAO 16	To promote sustainable transport and minimise the need to travel by car	✓✓	✓✓	In response to the Climate Emergency, the action area takes a people centred approach to movement with a particular focus on reducing the impact of carbon emissions from vehicles. Traffic movements will be reduced with the creation of safe and accessible walking and cycling routes, which become the first choice for moving around the area. New walkable neighbourhoods will benefit from the new parks and spaces in the greener belt, new developments that will be car free and the proximity to the new tube stations of the Bakerloo line extension.
IIAO 17	To provide the necessary infrastructure to support existing and future development	✓✓	✓✓	The delivery of a new Health Centre will ensure sufficient, accessible and higher quality primary and community health services for a growing population.
			✓✓	The scheme will provide community uses (including a cinema) which will act as important community facilities for cultural uses within the borough to support existing and future development.
			✓✓	The efficient delivery of quality development in the area will accelerate Community Infrastructure Levy (CIL) payments and other financial contributions toward enhancement to infrastructure capacity and the cost of Bakerloo Line Extension. This is planned alongside the thorough phasing plan for new development in the area to ensure the growth and regeneration of the area is well supported by the essential travel infrastructure.

OKR5: Salisbury estate car park (NSP60)

Site requirements

Redevelopment of the site must:

- Provide new homes.

Redevelopment of the site may:

- Provide community uses.

Relevant planning applications

19/AP/1506 (Approved)

Salisbury Estate Car Park, Balfour Street. Redevelopment of the existing car park to provide 26 residential units in a 5 storey block with maximum height of 21.8m AOD (5 x 3 bed 5 person flats, 9 x 2 bed four person flats & 9 x 1 bed 2 person flats, 2 x 2 bed wheelchair units and 1 x 1 bedroom wheelchair unit) together with new private amenity space located within a rear courtyard as well as improving the landscaping of the existing pedestrian link between Chatham Street and the open green space to the south of the site for public use. Two disabled parking spaces to be provided to the north of the site accessed off Chatham Street.

IIA Objective	Description	Averaged Grading	Sub grading	Commentary
IIAO 1	To tackle poverty and encourage wealth creation	✓✓	✓✓	The site will therefore provide opportunities for jobs during construction and in the new community facilities once they are completed. The increase in the number of local jobs will tackle poverty by decreasing the employment rate and providing a stable income to a greater number of people, and will subsequently encourage wealth creation within the local community.
			✓✓	Aligning with the policies in the plan, at least 10% affordable workspace at discount market rents will be provided over 30 years by new development of over 500 sqm GIA (gross) of employment floorspace. This is part of the bow tie employment strategy, which works to prioritise industrial, distribution, warehousing and creative makerspaces in the area and ensure the residents are trained and ready to access the new job opportunities.
IIAO 2	To improve the education and skill of the population	✓✓	✓✓	Aligning with the policies in the plan, major development on the site allocation will be required to provide specific programmes for mentorship, training or jobs for young people. As such, it will support the young generations to build up skills for employability and benefit from social regeneration.
			✓✓	Aligning with the policies in the plan, many new jobs and training opportunities will be generated as the provision is required for planning applications during the construction phase and in completed developments.
IIAO 3	To improve the health of the population	✓✓	✓✓	New residential provision on site will help meet the housing needs and address the overcrowding issue, which is one of the key determinants of health.
			✓✓	The site will improve the pedestrian link between Chatham Street and the open green space to the south of the site for public use this will improve walkability in the area encouraging more active modes of transport which is beneficial for health.
IIAO 4	To reduce the incidence of crime and the fear of crime	✓✓	✓✓	Providing new homes will result in more people in the local area, the increased presence and activity will result in greater natural surveillance within the locality which should reduce incidences and the fear of crime within the area.
IIAO 5	To promote social inclusion, equality, diversity and community cohesion	✓✓	✓✓	The delivery of more homes, consisting of a mix of different sizes and tenures will bring more people to the area from a range of different backgrounds, this will create more opportunities for greater diversity within the area and encourage more community cohesion.

IIAO 6	To reduce contributions to climate change	✓✓	✓	Carbon offset fund will be collected in the area from development where it is not feasible to achieve zero carbon emission on site. The planning contributions, paid as the shortfall in on site carbon saving, will be spent on offsetting measures to reduce carbon emission in the existing buildings across the area. As a result, this will help to achieve carbon reduction.
			✓✓	<p>It creates an opportunity to take a holistic approach to enhancing environment and networks for cycling and walking through the area-wide master planning to encourage active travel modes as an alternative to the usage of private car, which in turn significantly reduces contributions to climate change, with requirements as follows:</p> <p>The cycle storage proposed for the development (46 cycle spaces) meets the requirements of the London Plan however falls significantly short of the emerging New Southwark Plan recommendation of 76 spaces, this will still however contribute to creating opportunities for more sustainable travel and reducing the carbon footprint.</p> <p>The prospective residents of this development (with the exception of wheelchair users) will be barred from obtaining car parking permits under the CPZ in this locality, reducing opportunities for car parking will encourage occupants of the development to use more sustainable modes of transport.</p> <p>The site will improve the pedestrian link between Chatham Street and the open green space to the south of the site for public use this will improve walkability in the area encouraging more active modes of transport which will contribute to creating opportunities for more sustainable travel and reducing the carbon footprint.</p>
			✓✓	Being a net zero carbon Area Action Plan, all new development will achieve net zero carbon by meeting the highest on site performance including the highest environmental building standards and net zero electricity and heating systems, banning gas boilers as the permanent heating solutions. They will also be required to connect to or enable future connection to a district heat network, which provides a supply of low carbon heat to homes, businesses and public buildings. The current district heat network for Old Kent Road is SELCHP.
IIAO 7	To improve the air quality	✓✓	✓✓	<p>The application site is located within an Air Quality Management Area. An Air Quality Assessment has identified that concentrations of all pollutants are below the air quality objectives, with the exception of NO2. Filters will be used to ensure compliance as a mitigation measure.</p> <p>In short term, air quality may be negatively impacted due to construction, where mitigation measures will be implemented. In long term, excellent design delivered through new developments within buildings and space in between will provide green infrastructure and encourage active travel modes including walking and cycling, which will in turn reduce the usage and emission of private cars (through phased plans for reducing parking provision and construction and transport management). It The design for green infrastructure will also effectively absorb greenhouse gases and reduce the concentration of air pollutants. It will significantly contribute to improving air quality and health of the communities.</p>
			✓✓	The typologies in the masterplan promote mixed-use development including innovative solutions for mixing industrial development with new homes. Recognising that servicing is considered carefully to enable commercial premises to function without conflict with residential development, the plan sets out consolidation of servicing to enable more efficient movement of vehicles and reduce the pressure on the road network and improve air quality. It aims to maintain good air quality whilst ensuring efficient transport service is in place to support the vibrancy of businesses.
IIAO 8	To avoid waste and maximise, reuse or recycle waste arising as a resource	✓	-	Substantial demolition and intensification of development will create new waste demands to be managed. NSP policies require adequate management of waste from construction and intensified development in accordance with the waste management hierarchy. For new development on site services will be provided by the Old Kent Road integrated waste management facility including materials recovery and mechanical biological treatment.
			✓✓	The development in the sub area will connect to SELCHP district heat network that turns waste into energy and converts the excess heat to heat that can be used in heating buildings. This is considered to be a renewable source of heat, a process to more sustainably manage waste through combustion, to reduce the amount of waste going to landfill.
IIAO 9	To encourage sustainable use of water resources	✓	✓	It could place additional pressures on the water network but development comes with the potential for water-recycling and sustainable water measures when development is in operation. The masterplan for the sub area and policies for new development in the area ensure proper water management is in place, including communal sustainable urban drainage systems (SuDS), to reduce water use, improve water quality, reuse rainwater and contain rainwater discharge.
IIAO 10	To maintain and enhance the quality of land and soils	✓	✓	New development will come forward on brownfield sites, providing opportunities to remediate contaminated land and utilise urban greening through the choice of the appropriate types and design of trees planting. As such, it helps to improve the soil quality with the creation of new green public space.
IIAO 11	To protect and enhance quality of landscape and townscape	✓✓	✓✓	A masterplan has been created for the sub area with respect to the history of the area, its existing character and townscape and strategic viewing considerations at a granular level. Informed by the masterplan, requirements for each site allocation within the sub area are carefully designed in terms of design guidance, heritage reservation and building height.

				The development on this site will provide improved landscaping and public realm improvements contributing to a welcoming pedestrian environment and townscape.
IIAO 12	To conserve and enhance the historic environment and cultural assets	✓	✓	<p>A masterplan has been created for the sub area with respect to the history of the area, its existing character and townscape and strategic viewing considerations at a granular level. Informed by the masterplan, requirements for each site allocation within the sub area are carefully designed in terms of design guidance, heritage reservation and building height.</p> <p>The site lies within the Background Assessment Area of LVMF view 23.1A from the centre of bridge over the Serpentine to the Palace of Westminster and LVMF view 1A.2 Alexandra Palace viewing terrace to St Paul's Cathedral.</p> <p>The site is adjacent to Grade II listed Lady Margaret Church.</p> <p>Development will be respectful to the designations of conservation areas and listed buildings and designed in a way which seeks to enhance the setting of historical assets where relevant.</p>
IIAO 13	To protect and enhance open spaces, green corridors and biodiversity	✓✓	✓✓	As part of the Greener Belt Strategy, the sub area provides a strategic planning for new pedestrian and cycle links providing safe walking routes and green corridors between schools and local community facilities. In addition, development on the site allocations will be required to provide open and green spaces providing a tranquil environment and comfortable places to sit and socialise or rest.
IIAO 14	To reduce vulnerability to flooding	✓	✓	<p>The sequential test confirms that the site (SFRA Level 2 - Analysis 14) will have a "more vulnerable" use (residential use) in Flood Zone 3 and therefore requires an additional exception test, which would be satisfied by the first criteria that the development proves to provide wider sustainability benefits to the community that outweigh flood risk. The site development will bring sustainability benefits as follows:</p> <ul style="list-style-type: none"> - The redevelopment will bring forward job opportunities with the retail and employment space reprovided at least the same amount currently on site, which will help tackle poverty - The redevelopment will provide new homes and create job opportunities during construction to tackle poverty - The site will enable skills to be developed by workers who are employed to carry out the construction - The policy encourages the delivery of homes to increase housing supply within the borough. In the long-term, through the provision of more homes, including affordable homes, increased supply should improve the affordability of homes. The increased provision of affordable homes is encouraged through AAP4's fast track route for planning applications which trigger the affordable housing requirement. A lot of economic factors can impact upon housing price, which is an indicator of housing affordability. However, supply of more homes across London (in line with the draft London Plan housing target) in the long term will encourage the improved affordability of homes in the borough. - New residential provision will address the housing shortage, overcrowding and affordability issues, which are among the key determinants of public health - The site will improve the pedestrian link between Chatham Street and the open green space to the south of the site for public use this will improve walkability in the area encouraging more active modes of transport which is beneficial for health - Improved frontages and permeability will encourage walkability and cycling, which will bring positive health effects by encouraging active travel modes - The site is required to develop in a sensitive manner to the listed buildings, the open space, the conservation area, heritage assets and the borough view, and reflect existing building heights, so as to respect the local character, heritage and townscape <p>To meet the second requirement that the development is safe for its lifetime, recommendations are set out in the report including site specific emergency evacuation procedures, flood resilient construction techniques and SuDS. No basement dwellings should be permitted in this area (Flood Zone 3).</p> <p>Application 19/AP/1506 is relevant to this site allocation, as planning permission has been granted. A Flood Risk Assessment was submitted with this application and has been considered in the decision making process. The site-specific FRA demonstrates that the development will be safe for its lifetime taking account of the vulnerability of its users, without increasing flood risk elsewhere, and, where possible, reducing flood risk overall. The Environment Agency were consulted during the planning process and they have advised that they would have no objection to the proposals.</p>

				As such, the exception test is satisfied whereby flood risk to people and property will be managed satisfactorily, when allowing necessary development on this site to occur.
IIAO 15	To provide everyone with the opportunity to live in a decent home	✓✓	✓✓	The policy will help to increase the amount of affordable tenure homes and the affordability of homes to address the needs of local people and to ensure that everyone has access to high quality housing, regardless of income.
			✓✓	The policy encourages the delivery of homes to increase housing supply within the borough. In the long-term, through the provision of more homes, including affordable homes, increased supply should improve the affordability of homes. The increased provision of affordable homes is encouraged through AAP4's fast track route for planning applications which trigger the affordable housing requirement.
			✓✓	Many economic factors can impact upon housing price, which is an indicator of housing affordability. However, supply of more homes across London (in line with the draft London Plan housing target) in the long term will encourage the improved affordability of homes in the borough.
			✓✓	By identifying development capacity for residential development, housing delivery is supported and accelerated. By increasing certainty around infrastructure requirements, housing growth should be sustained including affordable housing.
			✓✓	The increased delivery of housing and affordable housing should enable people in the borough who may have previously not have had a permanent home to be able to afford a home, and will enable families to remain residing in the same household or area if they choose to do so, which will have positive impacts for health and social cohesion.
IIAO 16	To promote sustainable transport and minimise the need to travel by car	✓✓	✓✓	In response to the Climate Emergency, the action area takes a people centred approach to movement with a particular focus on reducing the impact of carbon emissions from vehicles. Traffic movements will be reduced with the creation of safe and accessible walking and cycling routes, which become the first choice for moving around the area. New walkable neighbourhoods will benefit from the new parks and spaces in the greener belt, new developments that will be car free and the proximity to the new tube stations of the Bakerloo line extension.
IIAO 17	To provide the necessary infrastructure to support existing and future development	✓✓	✓✓	The efficient delivery of quality development in the area will accelerate Community Infrastructure Levy (CIL) payments and other financial contributions toward enhancement to infrastructure capacity and the cost of Bakerloo Line Extension. This is planned alongside the thorough phasing plan for new development in the area to ensure the growth and regeneration of the area is well supported by the essential travel infrastructure.

OKR6: 96-120 Old Kent Road (Lidl store) (NSP61)

Site requirements

Redevelopment of the site must:

- Provide new homes and replace the amount of retail currently on the site

Redevelopment of the site may:

- Provide community and employment uses.

IIA Objective	Description	Averaged Grading	Sub grading	Commentary
IIAO 1	To tackle poverty and encourage wealth creation	✓✓	✓✓	The site will provide opportunities for jobs within construction, offices, retail and community facilities. The provision of new (B1 uses) and new town centre (including shops and retail outlets, professional services, food and drink, drinking establishments) and community uses will allow staff to gain new skills whilst working in these establishments. The increase in the number of local jobs will tackle poverty by decreasing the employment rate and providing a stable income to a greater number of people, and will subsequently encourage wealth creation within the local community.
			✓✓	Aligning with the policies in the plan, at least 10% affordable workspace at discount market rents will be provided over 30 years by new development of over 500 sqm GIA (gross) of employment floorspace. This is part of the bow tie employment strategy, which works to prioritise industrial, distribution, warehousing and creative makerspaces in the area and ensure the residents are trained and ready to access the new job opportunities.
IIAO 2	To improve the education and skill of the population	✓✓	✓✓	Aligning with the policies in the plan, major developments in the sub area will be required to provide specific programmes for mentorship, training or jobs for young people. As such, it will support the young generations to build up skills for employability and benefit from social regeneration.
			✓✓	Aligning with the policies in the plan, many new jobs and training opportunities will be generated in the sub area as the provision is required for planning applications during the construction phase and in completed developments.
IIAO 3	To improve the health of the population	✓✓	✓✓	New residential provision on site will help meet the housing needs and address the overcrowding issue, which is one of the key determinants of health
			✓✓	The sub area aims to connect communities by requiring development on site to improve the environment for people walking and cycling, strengthening the network of parks and improve the links between parks, the new tube station and other local facilities such as Walworth Academy, primary schools and shops on the Old Kent Road. The positive environment will help to encourage behavioural changes for active travel and social interaction and as a result reduce health inequalities.
IIAO 4	To reduce the incidence of crime and the fear of crime	✓✓	✓✓	Improved permeability through the delivery of excellent design, in accordance with the 'design out crime principles', will encourage street level activities, which in turn provide natural surveillance to reduce the perception of crime and incidence of crime. The activation of frontages will open up spaces to promote social interaction and the feeling of public safety.
			✓✓	Providing new homes will result in more people in the local area, the increased presence and activity will result in greater natural surveillance within the locality which should reduce incidences and the fear of crime within the area.
IIAO 5	To promote social inclusion, equality, diversity and community cohesion	✓✓	✓✓	The proposal will provide new community uses which should help encourage more community interaction with different groups within the local area providing more awareness of the diverse groups living within the area and encouraging community cohesion.
			✓✓	The delivery of more homes, consisting of a mix of different sizes and tenures will bring more people to the area from a range of different backgrounds, this will create more opportunities for greater diversity within the area and encourage more community cohesion

IIAO 6	To reduce contributions to climate change	✓✓	✓	Carbon offset fund will be collected in the area from development where it is not feasible to achieve zero carbon emission on site. The planning contributions, paid as the shortfall in on site carbon saving, will be spent on offsetting measures to reduce carbon emission in the existing buildings across the area. As a result, this will help to achieve carbon reduction.
			✓✓	Being a net zero carbon Area Action Plan, all new development will achieve net zero carbon by meeting the highest on site performance including the highest environmental building standards and net zero electricity and heating systems, banning gas boilers as the permanent heating solutions. They will also be required to connect to or enable future connection to a district heat network, which provides a supply of low carbon heat to homes, businesses and public buildings. The current district heat network for Old Kent Road is SELCHP.
			✓✓	It creates an opportunity to take a holistic approach to enhancing environment and networks for cycling and walking through the area-wide master planning to encourage active travel modes as an alternative to the usage of private car, which in turn significantly reduces contributions to climate change.
IIAO 7	To improve the air quality	✓✓	✓✓	In short term, air quality may be negatively impacted due to construction, where mitigation measures will be implemented. In long term, excellent design delivered through new developments within buildings and space in between will provide green infrastructure and encourage active travel modes including walking and cycling, which will in turn reduce the usage and emission of private cars (through phased plans for reducing parking provision and construction and transport management). It The design for green infrastructure will also effectively absorb greenhouse gases and reduce the concentration of air pollutants. It will significantly contribute to improving air quality and health of the communities.
			✓✓	The typologies in the masterplan promote mixed-use development including innovative solutions for mixing industrial development with new homes. Recognising that servicing is considered carefully to enable commercial premises to function without conflict with residential development, the plan sets out consolidation of servicing to enable more efficient movement of vehicles and reduce the pressure on the road network and improve air quality. It aims to maintain good air quality whilst ensuring efficient transport service is in place to support the vibrancy of businesses.
IIAO 8	To avoid waste and maximise, reuse or recycle waste arising as a resource	✓	-	Substantial demolition and intensification of development will create new waste demands to be managed. In order to effectively manage waste and reduce waste going to landfill, new development is required to provide adequate management of waste from construction and intensified development in accordance with the waste management hierarchy. For new development in the sub area services will be provided by the Old Kent Road integrated waste management facility including materials recovery and mechanical biological treatment.
			✓✓	The development in the sub area will connect to SELCHP district heat network that turns waste into energy and converts the excess heat to heat that can be used in heating buildings. This is considered to be a renewable source of heat, a process to more sustainably manage waste through combustion, to reduce the amount of waste going to landfill
IIAO 9	To encourage sustainable use of water resources	✓	✓	It could place additional pressures on the water network but development comes with the potential for water-recycling and sustainable water measures when development is in operation. The masterplan for the sub area and policies for new development in the area ensure proper water management is in place, including communal sustainable urban drainage systems (SuDS), to reduce water use, improve water quality, reuse rainwater and contain rainwater discharge.
IIAO 10	To maintain and enhance the quality of land and soils	✓	✓	New development will come forward on brownfield sites, providing opportunities to remediate contaminated land and utilise urban greening through the choice of the appropriate types and design of trees planting. As such, it helps to improve the soil quality with the creation of new green public space.
IIAO 11	To protect and enhance quality of landscape and townscape	✓	✓	A masterplan has been created for the sub area with respect to the history of the area, its existing character and townscape and strategic viewing considerations at a granular level. Informed by the masterplan, requirements for each site allocation within the sub area are carefully designed in terms of design guidance, heritage reservation and building height.
IIAO 12	To conserve and enhance the historic environment and cultural assets	✓	✓	The masterplan also takes into consideration for the sub area the history of the area, cultural assets and community heritage at a granular level. It informs both the site allocation requirements and the strategic planning for the whole sub area to enhance the historic environment and cultural assets. The site lies within the Background Assessment Area of LVMF view 23.1A from the centre of bridge over the Serpentine to the Palace of Westminster. The site falls within the Borough View of St Paul's Cathedral from One Tree Hill. Tier 1 APA designation. The site is located in APA1- North Southwark and Roman Roads. Development will be respectful to the designations of conservation areas and listed buildings and designed in a way which seeks to enhance the setting of historical assets where relevant.
IIAO 13	To protect and enhance open spaces, green corridors and biodiversity	✓	✓	As part of Greener Belt Strategy, the sub area provides a strategic planning for new parks, new pedestrian and cycle links providing safe walking routes and green corridors between schools and local community facilities. In addition, development on the site allocations will be required to provide open and green spaces including play facilities and greenery, providing a tranquil environment and comfortable places to sit and socialise or rest.
IIAO 14	To reduce vulnerability to flooding	✓	✓	The sequential test confirms that the site (SFRA Level 2 - Analysis 14) will have a "more vulnerable" use (mixed use including residential, town centre, employment and community uses) in Flood Zone 3 and therefore requires an additional exception test, which would be satisfied by the first criteria that the development proves to provide wider sustainability benefits to the community that outweigh flood risk. The site development will bring sustainability benefits as follows:

				<ul style="list-style-type: none"> - The redevelopment will provide new homes and create job opportunities during construction to tackle poverty - The site will enable skills to be developed by workers who are employed to carry out the construction - The policy encourages the delivery of homes to increase housing supply within the borough. In the long-term, through the provision of more homes, including affordable homes, increased supply should improve the affordability of homes. The increased provision of affordable homes is encouraged through AAP4's fast track route for planning applications which trigger the affordable housing requirement. A lot of economic factors can impact upon housing price, which is an indicator of housing affordability. However, supply of more homes across London (in line with the draft London Plan housing target) in the long term will encourage the improved affordability of homes in the borough. - New residential provision will address the housing shortage, overcrowding and affordability issues, which are among the key determinants of public health - Activation of frontages will open up spaces to promote social interaction and the feeling of public safety. - Priority in walking and cycling in the design requirement of the site will promote active travel modes and reduce the incentive of driving, thus improving air quality and contributing to reduction in greenhouse emissions - The site is required to develop in a sensitive manner to the listed buildings, the open space and heritage assets, and reflect existing building heights, so as to respect the local character, heritage and townscape - The site should accommodate community uses. These could include nurseries, day centres, schools, art galleries, gymnasiums, cinemas and training centres. These are all important facilities for community and cultural uses within the borough to support existing and future development. <p>To meet the second requirement that the development is safe for its lifetime, recommendations are set out in the report including site specific emergency evacuation procedures, flood resilient construction techniques and SuDS. A site-specific FRA is also required for any development proposals to demonstrate that the development will be safe for its lifetime taking account of the vulnerability of its users, without increasing flood risk elsewhere, and, where possible, reducing flood risk overall.</p> <p>No basement dwellings should be permitted in this area (Flood Zone 3). Basement thresholds must be raised above the 2100 maximum water level, anticipated through breach of the River Thames defences. Internal access to upper floors must be provided and flood resilient design and construction techniques employed. A Basement Impact Assessment will be separately required for any development proposals incorporating new or extended basement areas.</p> <p>SuDS selection and design should be in accordance with the sustainable drainage hierarchy and provide sufficient capacity to cater for all events up to the 1 in 100 year storm event, incorporating the latest allowances for climate change. Ground conditions should be confirmed through site investigation and dewatering of excavations and basement waterproofing implemented where required.</p> <p>As such, the exception test is satisfied whereby flood risk to people and property will be managed satisfactorily, when allowing necessary development on this site to occur.</p>
IIAO 15	To provide everyone with the opportunity to live in a decent home	✓✓	✓✓	The policy will help to increase the amount of affordable tenure homes and the affordability of homes to address the needs of local people and to ensure that everyone has access to high quality housing, regardless of income.
			✓✓	The policy encourages the delivery of homes to increase housing supply within the borough. In the long-term, through the provision of more homes, including affordable homes, increased supply should improve the affordability of homes. The increased provision of affordable homes is encouraged through AAP4's fast track route for planning applications which trigger the affordable housing requirement.
			✓✓	Many economic factors can impact upon housing price, which is an indicator of housing affordability. However, supply of more homes across London (in line with the draft London Plan housing target) in the long term will encourage the improved affordability of homes in the borough.
			✓✓	By identifying development capacity for residential development, housing delivery is supported and accelerated. By increasing certainty around infrastructure requirements, housing growth should be sustained including affordable housing.
			✓✓	The increased delivery of housing and affordable housing should enable people in the borough who may have previously not have had a permanent home to be able to afford a home, and will enable families to remain residing in the same household or area if they choose to do so, which will have positive impacts for health and social cohesion.
IIAO 16	To promote sustainable transport and minimise the need to travel by car	✓	✓	In response to the Climate Emergency, the action area takes a people centred approach to movement with a particular focus on reducing the impact of carbon emissions from vehicles. Traffic movements will be reduced with the creation of safe and accessible walking and cycling routes, which become the first choice for moving around the area. In keeping with this strategic objective, new development will be car free and encourage active travel mode with new green links and the proximity to the new tube stations of the Bakerloo line extension.
IIAO 17		✓✓	✓✓	The site should accommodate community uses. These could include nurseries, day centres, schools, art galleries, gymnasiums, cinemas and training centres. These are all important facilities for community and cultural uses within the borough to support existing and future development.

	To provide the necessary infrastructure to support existing and future development		✓	The efficient delivery of quality development in the area will accelerate Community Infrastructure Levy (CIL) payments and other financial contributions toward enhancement to infrastructure capacity and the cost of Bakerloo Line Extension. This is planned alongside the thorough phasing plan for new development in the area to ensure the growth and regeneration of the area is well supported by the essential travel infrastructure.
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OKR7: Former petrol filling station, 233-247 Old Kent Road (NSP62)

Site requirements

Redevelopment of the site must:

- Provide new homes and replace the amount of retail currently on the site

Redevelopment of the site may:

- Provide community and employment uses.

Relevant planning applications

18/AP/0928 (Under construction)

233-247 Old Kent Road. Demolition of existing buildings and structures and erection of a new part 3, 4 and 5 storey building to provide three retail units (flexible A1/A2 use) at part ground floor and 24 residential units (C3 use) at part ground floor and on the upper floors, including the provision of secure cycle parking facilities, bin stores and communal amenity space (revised application). (11 x 2 bed private units & 6 x 1 bed, 2 x 7 bed affordable units).

IIA Objective	Description	Averaged Grading	Sub grading	Commentary
IIAO 1	To tackle poverty and encourage wealth creation	✓✓	✓✓	The site will provide opportunities for jobs within construction, retail and the community facilities. The increase in the number of local jobs will tackle poverty by decreasing the employment rate and providing a stable income to a greater number of people, and will subsequently encourage wealth creation within the local community.
			✓✓	Aligning with the policies in the plan, at least 10% affordable workspace at discount market rents will be provided over 30 years by new development of over 500 sqm GIA (gross) of employment floorspace. This is part of the bow tie employment strategy, which works to prioritise industrial, distribution, warehousing and creative makerspaces in the area and ensure the residents are trained and ready to access the new job opportunities.
IIAO 2	To improve the education and skill of the population	✓✓	✓✓	The provision of new town centre uses (including shops and retail outlets, professional services, food and drink, drinking establishments) will allow staff to gain new skills whilst working in these establishments.
			✓✓	Aligning with the policies in the plan, new development on this site will be required to provide specific programmes for mentorship, training or jobs for young people. As such, it will support the young generations to build up skills for employability and benefit from social regeneration.
			✓✓	Aligning with the policies in the plan, many new jobs and training opportunities will be generated as the provision is required for planning applications during the construction phase and in completed developments.
IIAO 3	To improve the health of the population	✓✓	✓✓	New residential provision on site will help meet the housing needs and address the overcrowding issue, which is one of the key determinants of health
			✓✓	The sub area aims to connect communities by requiring new development on this site to improve the environment for people walking and cycling, strengthening the network of parks and improve the links between parks, the new tube station and other local facilities such as Walworth Academy, primary schools and shops on the Old Kent Road. The positive environment will help to encourage behavioural changes for active travel and social interaction and as a result reduce health inequalities.
IIAO 4	To reduce the incidence of crime and the fear of crime	✓✓	✓✓	Improved permeability through the delivery of excellent design, in accordance with the 'design out crime principles', will encourage street level activities, which in turn provide natural surveillance to reduce the perception of crime and incidence of crime. Activation of frontages will open up spaces to promote overlooking of communal areas and the feeling of public safety.
			✓✓	Providing new homes will result in more people in the local area, the increased presence and activity will result in greater natural surveillance within the locality which should reduce incidences and the fear of crime within the area.

IIAO 5	To promote social inclusion, equality, diversity and community cohesion	✓✓	✓✓	Activation of frontages and the communal amenity spaces will open up spaces to promote social interaction and the feeling of public safety.
			✓✓	The delivery of more homes, consisting of a mix of different sizes and tenures will bring more people to the area from a range of different backgrounds, this will create more opportunities for greater diversity within the area and encourage more community cohesion
IIAO 6	To reduce contributions to climate change	✓✓	✓	Carbon offset fund will be collected in the area from development where it is not feasible to achieve zero carbon emission on site. The planning contributions, paid as the shortfall in on site carbon saving, will be spent on offsetting measures to reduce carbon emission in the existing buildings across the area. As a result, this will help to achieve carbon reduction.
			✓✓	Being a net zero carbon Area Action Plan, all new development will achieve net zero carbon by meeting the highest on site performance including the highest environmental building standards and net zero electricity and heating systems, banning gas boilers as the permanent heating solutions. They will also be required to connect to or enable future connection to a district heat network, which provides a supply of low carbon heat to homes, businesses and public buildings. The current district heat network for Old Kent Road is SELCHP.
			✓✓	It creates an opportunity to take a holistic approach to enhancing environment and networks for cycling and walking through the site allocation requirement as part of the area-wide master planning to encourage active travel modes as an alternative to the usage of private car, which in turn significantly reduces contributions to climate change.
IIAO 7	To improve the air quality	✓	✓	In short term, air quality may be negatively impacted due to construction, where mitigation measures will be implemented. In long term, excellent design delivered through new developments within buildings and space in between will provide green infrastructure and encourage active travel modes including walking and cycling, which will in turn reduce the usage and emission of private cars (through phased plans for reducing parking provision and construction and transport management). It The design for green infrastructure will also effectively absorb greenhouse gases and reduce the concentration of air pollutants. It will significantly contribute to improving air quality and health of the communities.
			✓	The typologies in the masterplan promote mixed-use development including innovative solutions for mixing industrial development with new homes. Recognising that servicing is considered carefully to enable commercial premises to function without conflict with residential development, the plan sets out consolidation of servicing to enable more efficient movement of vehicles and reduce the pressure on the road network and improve air quality. It aims to maintain good air quality whilst ensuring efficient transport service is in place to support the vibrancy of businesses.
IIAO 8	To avoid waste and maximise, reuse or recycle waste arising as a resource	✓	✓	Substantial demolition and intensification of development will create new waste demands to be managed. In order to effectively manage waste and reduce waste going to landfill, new development is required to provide adequate management of waste from construction and intensified development in accordance with the waste management hierarchy. For new development on this site services will be provided by the Old Kent Road integrated waste management facility including materials recovery and mechanical biological treatment.
			✓✓	The development in the sub area will connect to SELCHP district heat network that turns waste into energy and converts the excess heat to heat that can be used in heating buildings. This is considered to be a renewable source of heat, a process to more sustainably manage waste through combustion, to reduce the amount of waste going to landfill.
IIAO 9	To encourage sustainable use of water resources	✓	✓	It could place additional pressures on the water network but development comes with the potential for water-recycling and sustainable water measures when development is in operation. The masterplan for the sub area and policies for new development on this site ensure proper water management is in place, including communal sustainable urban drainage systems (SuDS), to reduce water use, improve water quality, reuse rainwater and contain rainwater discharge.
IIAO 10	To maintain and enhance the quality of land and soils	✓	✓	New development will come forward on brownfield sites, providing opportunities to remediate contaminated land and utilise urban greening through the choice of the appropriate types and design of trees planting. As such, it helps to improve the soil quality with the creation of new green public space.
IIAO 11	To protect and enhance quality of landscape and townscape	✓	✓	A masterplan has been created for the sub area with respect to the history of the area, its existing character and townscape and strategic viewing considerations at a granular level. Informed by the masterplan, requirements for each site allocation within the sub area are carefully designed in terms of design guidance, heritage reservation and building height. In addition, the shared communal space on the ground floor will contribute to softening the landscape and townscape.
IIAO 12	To conserve and enhance the historic environment and cultural assets	✓	✓	The masterplan also takes into consideration for the sub area the history of the area, cultural assets and community heritage at a granular level. It informs both the site allocation requirements and the strategic planning for the whole sub area to enhance the historic environment and cultural assets. The site lies within the Background Assessment Area of LVMF view 23.1A from the centre of bridge over the Serpentine to the Palace of Westminster. The site falls within the Borough View of St Paul's Cathedral from One Tree Hill. Tier 1 APA designation. The site is located in APA1- North Southwark and Roman Roads.

				Development will be respectful to the designations of conservation areas and listed buildings and designed in a way which seeks to enhance the setting of historical assets where relevant.
IIO 13	To protect and enhance open spaces, green corridors and biodiversity	✓✓	✓✓	As part of Greener Belt Strategy, the sub area provides a strategic planning for new parks, new pedestrian and cycle links providing safe walking routes and green corridors between schools and local community facilities. In addition, development on the site allocations will be required to provide open and green spaces including play facilities and greenery, providing a tranquil environment and comfortable places to sit and socialise or rest.
IIO 14	To reduce vulnerability to flooding	✓	✓	<p>The sequential test confirms that the site (SFRA Level 2 - Analysis 14) will have a "more vulnerable" (residential and town centre uses) in Flood Zone 3 and therefore requires an additional exception test, which would be satisfied by the first criteria that the development proves to provide wider sustainability benefits to the community that outweigh flood risk. The site development will bring sustainability benefits as follows:</p> <ul style="list-style-type: none"> - The redevelopment will bring forward job opportunities with the retail and employment space reprovided at least the same amount currently on site, which will help tackle poverty - The redevelopment will provide new homes and create job opportunities during construction to tackle poverty - The site will enable skills to be developed by workers who are employed to carry out the construction. - The policy encourages the delivery of homes to increase housing supply within the borough. In the long-term, through the provision of more homes, including affordable homes, increased supply should improve the affordability of homes. The increased provision of affordable homes is encouraged through AAP4's fast track route for planning applications which trigger the affordable housing requirement. A lot of economic factors can impact upon housing price, which is an indicator of housing affordability. However, supply of more homes across London (in line with the draft London Plan housing target) in the long term will encourage the improved affordability of homes in the borough. - New residential provision will address the housing shortage, overcrowding and affordability issues, which are among the key determinants of public health - The provision of new town centre uses (including shops and retail outlets, professional services, food and drink and drinking establishments) will allow staff to gain new skills whilst working in these establishments - Improved frontages and permeability will encourage walkability and cycling, which will bring positive health effects by encouraging active travel modes - Improved permeability and activation of frontages will open up spaces to promote social interaction and the feeling of public safety. - The site is required to develop in a sensitive manner to the listed buildings, the open space, the conservation area, heritage assets and the borough view, and reflect existing building heights, so as to respect the local character, heritage and townscape <p>Application 18/AP/0928 is relevant to this site allocation, as planning permission has been granted. A Flood Risk Assessment was submitted with this application and has been considered in the decision making process. The site-specific FRA and drainage strategy demonstrate that the development will be safe for its lifetime taking account of the vulnerability of its users, without increasing flood risk elsewhere, and, where possible, reducing flood risk overall. Recommendations were set out in the case report to ensure this.</p> <p>No basements dwellings should be permitted in this area (Flood Zone 3).</p> <p>The Environment Agency were consulted during the planning process and they have advised that they would have no objection to the proposals.</p> <p>As such, the exception test is satisfied whereby flood risk to people and property will be managed satisfactorily, when allowing necessary development on this site to occur.</p>
IIO 15	To provide everyone with the opportunity to live in a decent home	✓✓	✓✓	The policy will help to increase the amount of affordable tenure homes and the affordability of homes to address the needs of local people and to ensure that everyone has access to high quality housing, regardless of income.
			✓✓	The policy encourages the delivery of homes to increase housing supply within the borough. In the long-term, through the provision of more homes, including affordable homes, increased supply should improve the affordability of homes. The increased provision of affordable homes is encouraged through AAP4's fast track route for planning applications which trigger the affordable housing requirement.
			✓✓	Many economic factors can impact upon housing price, which is an indicator of housing affordability. However, supply of more homes across London (in line with the draft London Plan housing target) in the long term will encourage the improved affordability of homes in the borough.
			✓✓	By identifying development capacity for residential development, housing delivery is supported and accelerated. By increasing certainty around infrastructure requirements, housing growth should be sustained including affordable housing.
			✓✓	The increased delivery of housing and affordable housing should enable people in the borough who may have previously not have had a permanent home to be able to afford a home, and will enable families to remain residing in the same household or area if they choose to do so, which will have positive impacts for health and social cohesion.

IIAO 16	To promote sustainable transport and minimise the need to travel by car	✓✓	✓✓	In response to the Climate Emergency, the action area takes a people centred approach to movement with a particular focus on reducing the impact of carbon emissions from vehicles. Traffic movements will be reduced with the creation of safe and accessible walking and cycling routes, which become the first choice for moving around the area. Development on this site will create new walkable neighbourhood that is car free, provides cycle storage and enjoys the proximity to the new tube stations of the Bakerloo line extension.
IIAO 17	To provide the necessary infrastructure to support existing and future development	✓✓	✓✓	The efficient delivery of quality development in the area will accelerate Community Infrastructure Levy (CIL) payments and other financial contributions toward enhancement to infrastructure capacity and the cost of Bakerloo Line Extension. This is planned alongside the thorough phasing plan for new development on site to ensure the growth and regeneration of the area is well supported by the essential travel infrastructure.

OKR8: Kinglake Street Garages (NSP63)

Site requirements

Redevelopment of the site must:

- Provide new homes and retail uses.

Redevelopment of the site may:

- Provide community uses.

Relevant planning applications

16/AP/4589 (Under construction)

282-286 Old Kent Road. Construction of a part 4, 6 and 7 storey mixed use development providing 105sqm commercial use (Class A1 and A2 Use), 68sqm community use (Class D Use) and 6 x 1 bed flats (including one wheelchair accessible flat), 9 x 2 bed flats (including one wheelchair accessible flat), 2 x 3 bed flats and 4 x part 2 / part 3 storey 3 bed mews houses together with associated landscaping works to Ivy Church Lane including the provision of two dedicated wheelchair accessible parking bays.

IIA Objective	Description	Averaged Grading	Sub grading	Commentary
IIAO 1	To tackle poverty and encourage wealth creation	✓✓	✓✓	The site will provide opportunities for jobs within construction, retail and community facilities. The increase in the number of local jobs will tackle poverty by decreasing the employment rate and providing a stable income to a greater number of people, and will subsequently encourage wealth creation within the local community.
			✓✓	Aligning with the policies in the plan, at least 10% affordable workspace at discount market rents will be provided over 30 years by new development of over 500 sqm GIA (gross) of employment floorspace. This is part of the bow tie employment strategy, which works to prioritise industrial, distribution, warehousing and creative makerspaces in the area and ensure the residents are trained and ready to access the new job opportunities.
IIAO 2	To improve the education and skill of the population	✓✓	✓✓	The provision of new town centre (including shops and retail outlets, professional services, food and drink, drinking establishments) and community uses will allow staff to gain new skills whilst working in these establishments.
			✓✓	Aligning with the policies in the plan, major developments in the sub area will be required to provide specific programmes for mentorship, training or jobs for young people. As such, it will support the young generations to build up skills for employability and benefit from social regeneration.
			✓✓	Aligning with the policies in the plan, many new jobs and training opportunities will be generated in the sub area as the provision is required for planning applications during the construction phase and in completed developments.
IIAO 3	To improve the health of the population	✓✓	✓✓	New residential provision on site will help meet the housing needs and address the overcrowding issue, which is one of the key determinants of health.
			✓✓	The sub area aims to connect communities by requiring development on this site to improve the environment for people walking and cycling, strengthening the network of parks and improve the links between parks, the new tube station and other local facilities such as Walworth Academy, primary schools and shops on the Old Kent Road. The positive environment will help to encourage behavioural changes for active travel and social interaction and as a result reduce health inequalities.
IIAO 4	To reduce the incidence of crime and the fear of crime	✓✓	✓✓	Improved permeability through the delivery of excellent design, in accordance with the 'design out crime principles', will encourage street level activities, which in turn provide natural surveillance to reduce the perception of crime and incidence of crime. In keeping with this design principle, the activation of frontages will open up spaces to promote social interaction and the feeling of public safety.
			✓✓	Providing new homes will result in more people in the local area, the increased presence and activity will result in greater natural surveillance within the locality which should reduce incidences and the fear of crime within the area.

IIAO 5	To promote social inclusion, equality, diversity and community cohesion	✓✓	✓✓	The proposal will provide new community uses which should help encourage more community interaction with different groups within the local area providing more awareness of the diverse groups living within the area and encouraging community cohesion.
IIAO 6	To reduce contributions to climate change	✓✓	✓	Carbon offset fund will be collected in the area from development where it is not feasible to achieve zero carbon emission on site. The planning contributions, paid as the shortfall in on site carbon saving, will be spent on offsetting measures to reduce carbon emission in the existing buildings across the area. As a result, this will help to achieve carbon reduction.
			✓✓	Being a net zero carbon Area Action Plan, all new development will achieve net zero carbon by meeting the highest on site performance including the highest environmental building standards and net zero electricity and heating systems, banning gas boilers as the permanent heating solutions. They will also be required to connect to or enable future connection to a district heat network, which provides a supply of low carbon heat to homes, businesses and public buildings. The current district heat network for Old Kent Road is SELCHP.
			✓✓	It creates an opportunity to take a holistic approach to enhancing environment and networks for cycling and walking through the area-wide master planning to encourage active travel modes as an alternative to the usage of private car, which in turn significantly reduces contributions to climate change.
IIAO 7	To improve the air quality	✓✓	✓✓	In short term, air quality may be negatively impacted due to construction, where mitigation measures will be implemented. In long term, excellent design delivered through new developments within buildings and space in between will provide green infrastructure and encourage active travel modes including walking and cycling, which will in turn reduce the usage and emission of private cars (through phased plans for reducing parking provision and construction and transport management). The design for green infrastructure will also effectively absorb greenhouse gases and reduce the concentration of air pollutants. It will significantly contribute to improving air quality and health of the communities.
IIAO 8	To avoid waste and maximise, reuse or recycle waste arising as a resource	✓	-	Substantial demolition and intensification of development will create new waste demands to be managed. In order to effectively manage waste and reduce waste going to landfill, new development is required to provide adequate management of waste from construction and intensified development in accordance with the waste management hierarchy. For new development on this site services will be provided by the Old Kent Road integrated waste management facility including materials recovery and mechanical biological treatment.
			✓✓	The development in the sub area will connect to SELCHP district heat network that turns waste into energy and converts the excess heat to heat that can be used in heating buildings. This is considered to be a renewable source of heat, a process to more sustainably manage waste through combustion, to reduce the amount of waste going to landfill.
IIAO 9	To encourage sustainable use of water resources	✓	✓	It could place additional pressures on the water network but development comes with the potential for water-recycling and sustainable water measures when development is in operation. The masterplan for the sub area and policies for new development in the area ensure proper water management is in place, including communal sustainable urban drainage systems (SuDS), to reduce water use, improve water quality, reuse rainwater and contain rainwater discharge.
IIAO 10	To maintain and enhance the quality of land and soils	✓	✓	New development will come forward on brownfield sites, providing opportunities to remediate contaminated land and utilise urban greening through the choice of the appropriate types and design of trees planting. As such, it helps to improve the soil quality with the creation of new green public space.
IIAO 11	To protect and enhance quality of landscape and townscape	✓	✓	A masterplan has been created for the sub area with respect to the history of the area, its existing character and townscape and strategic viewing considerations at a granular level. Informed by the masterplan, requirements for each site allocation within the sub area are carefully designed in terms of design guidance, heritage reservation and building height. The site will provide and new landscaping and improved public realm. Enhanced high-quality public realm should also provide for a much improved engaging townscape which allows for freer movement and social interaction.
IIAO 12	To conserve and enhance the historic environment and cultural assets	✓	✓	The masterplan also takes into consideration for the sub area the history of the area, cultural assets and community heritage at a granular level. It informs both the site allocation requirements and the strategic planning for the whole sub area to enhance the historic environment and cultural assets.
				The site lies within the Background Assessment Area of LVMF view 23.1A from the centre of bridge over the Serpentine to the Palace of Westminster. The site falls within the Borough View of St Paul's Cathedral from One Tree Hill.
				Tier 1 APA designation. The site is located in APA1- North Southwark and Roman Roads. Development will be respectful to the designations of conservation areas and listed buildings and designed in a way which seeks to enhance the setting of historical assets where relevant.
IIAO 13	To protect and enhance open spaces, green corridors and biodiversity	✓✓	✓✓	As part of Greener Belt Strategy, the sub area provides a strategic planning for new parks, new pedestrian and cycle links providing safe walking routes and green corridors between schools and local community facilities. In addition, development on the site allocations will be required to provide open and green spaces including play facilities and greenery, providing a tranquil environment and comfortable places to sit and socialise or rest. The proposal would include shrub planting in front of the new houses and 4 new trees on the parking/access strip on Ivy Church Lane A biodiverse roof is also proposed to development granted which will encourage biodiversity.

<p>I1AO 14</p>	<p>To reduce vulnerability to flooding</p>	<p>✓</p>	<p>✓</p>	<p>The sequential test confirms that the site (SFRA Level 2 - Analysis 15) will have a “more vulnerable’ use (mixed use including town centre, residential and community uses) in Flood Zone 3 and therefore requires an additional exception test, which would be satisfied by the first criteria that the development proves to provide wider sustainability benefits to the community that outweigh flood risk. The site development will bring sustainability benefits as follows:</p> <ul style="list-style-type: none"> - The redevelopment will provide new homes and create job opportunities during construction to tackle poverty - The site will enable skills to be developed by workers who are employed to carry out the construction - The policy encourages the delivery of homes to increase housing supply within the borough. In the long-term, through the provision of more homes, including affordable homes, increased supply should improve the affordability of homes. The increased provision of affordable homes is encouraged through AAP4’s fast track route for planning applications which trigger the affordable housing requirement. A lot of economic factors can impact upon housing price, which is an indicator of housing affordability. However, supply of more homes across London (in line with the draft London Plan housing target) in the long term will encourage the improved affordability of homes in the borough. - New residential provision will address the housing shortage, overcrowding and affordability issues, which are among the key determinants of public health - Improved frontages and green links will encourage walkability and cycling, which will bring positive health effects by encouraging active travel modes - Improved permeability and activation of frontages will open up spaces to promote social interaction and the feeling of public safety. - The creation of new green links will combat severance between communities and encourage community interaction - Priority in walking and cycling in the design requirement of the site will promote active travel modes and reduce the incentive of driving, thus improving air quality and contributing to reduction in greenhouse emissions - The site is required to develop in a sensitive manner to the listed buildings, the open space and heritage assets, and reflect existing building heights, so as to respect the local character, heritage and townscape - The accessibility to Brockwell Park will be enhanced by the new pedestrian link of Half Moon Line, which will promote the public appreciation of the significant green space and improve the green linkages. As such it will promote the green corridors and biodiversity <p>To meet the second requirement that the development is safe for its lifetime, recommendations are set out in the report including site specific emergency evacuation procedures, flood resilient construction techniques and SuDS. No basement dwellings should be permitted in this area (Flood Zone 3).</p> <p>Application 16/AP/4589 is relevant to this site allocation, as planning permission has been granted. A Flood Risk Assessment was submitted with this application and has been considered in the decision making process. The site-specific FRA proposes flood resilience measures, emergency evacuation procedures and construction techniques such as water tight doors, water proof construction techniques and usage of sensitive materials above ground.</p> <p>The Environment Agency were consulted during the planning process for all applications and they have advised that they would have no objection to the proposals.</p> <p>As such, the exception test is satisfied whereby flood risk to people and property will be managed satisfactorily, when allowing necessary development on this site to occur.</p>
<p>I1AO 15</p>	<p>To provide everyone with the opportunity to live in a decent home</p>	<p>✓✓</p>	<p>✓✓</p>	<p>The policy will help to increase the amount of affordable tenure homes and the affordability of homes to address the needs of local people and to ensure that everyone has access to high quality housing, regardless of income.</p> <p>The policy encourages the delivery of homes to increase housing supply within the borough. In the long-term, through the provision of more homes, including affordable homes, increased supply should improve the affordability of homes. The increased provision of affordable homes is encouraged through AAP4’s fast track route for planning applications which trigger the affordable housing requirement.</p> <p>Many economic factors can impact upon housing price, which is an indicator of housing affordability. However, supply of more homes across London (in line with the draft London Plan housing target) in the long term will encourage the improved affordability of homes in the borough.</p> <p>By identifying development capacity for residential development, housing delivery is supported and accelerated. By increasing certainty around infrastructure requirements, housing growth should be sustained including affordable housing.</p> <p>The increased delivery of housing and affordable housing should enable people in the borough who may have previously not have had a permanent home to be able to afford a home, and will enable families to remain residing in the same household or area if they choose to do so, which will have positive impacts for health and social cohesion.</p>

IIAO 16	To promote sustainable transport and minimise the need to travel by car	✓✓	✓✓	<p>In response to the Climate Emergency, the action area takes a people centred approach to movement with a particular focus on reducing the impact of carbon emissions from vehicles. Traffic movements will be reduced with the creation of safe and accessible walking and cycling routes, which become the first choice for moving around the area.</p> <p>The development proposals include a total of 36 cycle spaces for the residential scheme. The terrace of houses will have private cycle stores, (2 per dwelling) within the gardens. Storage for 28 bicycles would be provided within the ground floor of the flatted block. Two spaces would also be provided for the commercial unit. Ensuring provision for cycle storage will help to encourage residents to use more active modes of transport and minimise the need to travel by car. In addition, The proposal would result in the loss of 48 garages and 4 external parking spaces.</p>
IIAO 17	To provide the necessary infrastructure to support existing and future development	✓✓	✓✓	<p>The site should accommodate community uses. These could include nurseries, day centres, schools, art galleries, gymnasiums, cinemas and training centres which are all important facilities for community and cultural uses within the borough to support existing and future development.</p> <p>The efficient delivery of quality development in the area will accelerate Community Infrastructure Levy (CIL) payments and other financial contributions toward enhancement to infrastructure capacity and the cost of Bakerloo Line Extension. This is planned alongside the thorough phasing plan for new development on this site to ensure the growth and regeneration of the area is well supported by the essential travel infrastructure.</p>

Site requirements

Redevelopment of the site must:

- Provide new homes, retail uses on the Old Kent Road frontage and replace the existing employment uses on the site.

Redevelopment of the site may:

- Provide community uses.

IIA Objective	Description	Averaged Grading	Sub grading	Commentary
IIAO 1	To tackle poverty and encourage wealth creation	✓✓	✓✓	The site will provide opportunities for jobs within construction, offices, retail and community facilities. The increase in the number of local jobs will tackle poverty by decreasing the employment rate and providing a stable income to a greater number of people, and will subsequently encourage wealth creation within the local community.
			✓✓	Aligning with the policies in the plan, at least 10% affordable workspace at discount market rents will be provided over 30 years by new development of over 500 sqm GIA (gross) of employment floorspace. This is part of the bow tie employment strategy, which works to prioritise industrial, distribution, warehousing and creative makerspaces in the area and ensure the residents are trained and ready to access the new job opportunities.
IIAO 2	To improve the education and skill of the population	✓✓	✓✓	The provision of new town centre (including shops and retail outlets, professional services, food and drink, drinking establishments) and community uses will allow staff to gain new skills whilst working in these establishments.
			✓✓	Aligning with the policies in the plan, major developments in the sub area will be required to provide specific programmes for mentorship, training or jobs for young people. As such, it will support the young generations to build up skills for employability and benefit from social regeneration.
			✓✓	Aligning with the policies in the plan, many new jobs and training opportunities will be generated in the sub area as the provision is required for planning applications during the construction phase and in completed developments.
IIAO 3	To improve the health of the population	✓✓	✓✓	New residential provision on site will help meet the housing needs and address the overcrowding issue, which is one of the key determinants of health.
			✓✓	The sub area aims to connect communities by requiring development on this site to improve the environment for people walking and cycling, strengthening the network of parks and improve the links between parks, the new tube station and other local facilities such as Walworth Academy, primary schools and shops on the Old Kent Road. The positive environment will help to encourage behavioural changes for active travel and social interaction and as a result reduce health inequalities.
IIAO 4	To reduce the incidence of crime and the fear of crime	✓✓	✓✓	Improved permeability through the delivery of excellent design, in accordance with the 'design out crime principles', will encourage street level activities, which in turn provide natural surveillance to reduce the perception of crime and incidence of crime. In keeping with this design principle, the activation of frontages will open up spaces to promote social interaction and the feeling of public safety.
			✓✓	Providing new homes will result in more people in the local area, the increased presence and activity will result in greater natural surveillance within the locality which should reduce incidences and the fear of crime within the area.
IIAO 5	To promote social inclusion, equality, diversity and community cohesion	✓✓	✓✓	The proposal will provide new D uses which should help encourage more community interaction with different groups within the local area providing more awareness of the diverse groups living within the area and encouraging community cohesion.
			✓✓	Providing new homes will result in more people in the local area, the increased presence and activity will result in greater natural surveillance within the locality which should reduce incidences and the fear of crime within the area.

IIAO 6	To reduce contributions to climate change	✓	✓	Carbon offset fund will be collected in the area from development where it is not feasible to achieve zero carbon emission on site. The planning contributions, paid as the shortfall in on site carbon saving, will be spent on offsetting measures to reduce carbon emission in the existing buildings across the area. As a result, this will help to achieve carbon reduction.
			✓✓	Being a net zero carbon Area Action Plan, all new development will achieve net zero carbon by meeting the highest on site performance including the highest environmental building standards and net zero electricity and heating systems, banning gas boilers as the permanent heating solutions. They will also be required to connect to or enable future connection to a district heat network, which provides a supply of low carbon heat to homes, businesses and public buildings. The current district heat network for Old Kent Road is SELCHP.
			✓✓	It creates an opportunity to take a holistic approach to enhancing environment and networks for cycling and walking through the area-wide master planning to encourage active travel modes as an alternative to the usage of private car, which in turn significantly reduces contributions to climate change.
IIAO 7	To improve the air quality	✓✓	✓✓	In short term, air quality may be negatively impacted due to construction, where mitigation measures will be implemented. In long term, excellent design delivered through new developments within buildings and space in between will provide green infrastructure and encourage active travel modes including walking and cycling, which will in turn reduce the usage and emission of private cars (through phased plans for reducing parking provision and construction and transport management). The design for green infrastructure will also effectively absorb greenhouse gases and reduce the concentration of air pollutants. It will significantly contribute to improving air quality and health of the communities.
			✓✓	The typologies in the masterplan promote mixed-use development including innovative solutions for mixing industrial development with new homes. Recognising that servicing is considered carefully to enable commercial premises to function without conflict with residential development, the plan sets out consolidation of servicing to enable more efficient movement of vehicles and reduce the pressure on the road network and improve air quality. It aims to maintain good air quality whilst ensuring efficient transport service is in place to support the vibrancy of businesses.
IIAO 8	To avoid waste and maximise, reuse or recycle waste arising as a resource	✓	-	Substantial demolition and intensification of development will create new waste demands to be managed. In order to effectively manage waste and reduce waste going to landfill, new development is required to provide adequate management of waste from construction and intensified development in accordance with the waste management hierarchy. For new development on this site services will be provided by the Old Kent Road integrated waste management facility including materials recovery and mechanical biological treatment.
			✓✓	The development in the sub area will connect to SELCHP district heat network that turns waste into energy and converts the excess heat to heat that can be used in heating buildings. This is considered to be a renewable source of heat, a process to more sustainably manage waste through combustion, to reduce the amount of waste going to landfill.
IIAO 9	To encourage sustainable use of water resources	✓✓	✓✓	It could place additional pressures on the water network but development comes with the potential for water-recycling and sustainable water measures when development is in operation. The masterplan for the sub area and policies for new development on this site ensure proper water management is in place, including communal sustainable urban drainage systems (SuDS), to reduce water use, improve water quality, reuse rainwater and contain rainwater discharge.
IIAO 10	To maintain and enhance the quality of land and soils	✓	✓	New development will come forward on brownfield sites, providing opportunities to remediate contaminated land and utilise urban greening through the choice of the appropriate types and design of trees planting. As such, it helps to improve the soil quality with the creation of new green public space
IIAO 11	To protect and enhance quality of landscape and townscape	✓	✓	A masterplan has been created for the sub area with respect to the history of the area, its existing character and townscape and strategic viewing considerations at a granular level. Informed by the masterplan, requirements for each site allocation within the sub area are carefully designed in terms of design guidance, heritage reservation and building height.
IIAO 12	To conserve and enhance the historic environment and cultural assets	✓	✓	The masterplan also takes into consideration for the sub area the history of the area, cultural assets and community heritage at a granular level. It informs both the site allocation requirements and the strategic planning for the whole sub area to enhance the historic environment and cultural assets. The site is in close proximity of the Grade II listed former Fire Station on Shorncliffe Road. The unlisted Thomas A. Beckett Pub adjacent to the site is of architectural and historic interest. The site lies within the Borough View of St Paul's Cathedral from Nunhead Cemetery. 1 APA designation. The site is located in APA1- North Southwark and Roman Roads. Development will be respectful to the designations of conservation areas and listed buildings and designed in a way which seeks to enhance the setting of historical assets where relevant.
IIAO 13	To protect and enhance open spaces, green corridors and biodiversity	✓	✓	The site is in proximity of the entrance to Burgess Park (Metropolitan Open Land). Development should seek to enhance open spaces near the site.

			✓	As part of Greener Belt Strategy, the sub area provides a strategic planning for new parks, new pedestrian and cycle links providing safe walking routes and green corridors between schools and local community facilities. In addition, development on the site allocations will be required to provide open and green spaces including play facilities and greenery, providing a tranquil environment and comfortable places to sit and socialise or rest.
IIAO 14	To reduce vulnerability to flooding	✓	✓	<p>The sequential test confirms that the site (SFRA Level 2 - Analysis 15) will have a “more vulnerable’ use (mixed use including residential, employment, town centre and community uses) in Flood Zone 3 and therefore requires an additional exception test, which would be satisfied by the first criteria that the development proves to provide wider sustainability benefits to the community that outweigh flood risk. The site development will bring sustainability benefits as follows:</p> <ul style="list-style-type: none"> - The redevelopment will provide new homes and create job opportunities during construction to tackle poverty - The site will enable skills to be developed by workers who are employed to carry out the construction - The policy encourages the delivery of homes to increase housing supply within the borough. In the long-term, through the provision of more homes, including affordable homes, increased supply should improve the affordability of homes. The increased provision of affordable homes is encouraged through AAP4’s fast track route for planning applications which trigger the affordable housing requirement. A lot of economic factors can impact upon housing price, which is an indicator of housing affordability. However, supply of more homes across London (in line with the draft London Plan housing target) in the long term will encourage the improved affordability of homes in the borough. - New residential provision will address the housing shortage, overcrowding and affordability issues, which are among the key determinants of public health - Improved permeability and activation of frontages will open up spaces to promote social interaction and the feeling of public safety. - The proposal will provide new community uses which should help encourage more community interaction with different groups within the local area providing more awareness of the diverse groups living within the area and encouraging community cohesion. - Improved frontages and green links will encourage walkability and cycling, which will bring positive health effects by encouraging active travel modes - The site is required to develop in a sensitive manner to the listed buildings, the open space and heritage assets, and reflect existing building heights, so as to respect the local character, heritage and townscape - The site should accommodate community uses. These could include nurseries, day centres, schools, art galleries, gymnasiums, cinemas and training centres. These are all important facilities for community and cultural uses within the borough to support existing and future development. <p>To meet the second requirement that the development is safe for its lifetime, recommendations are set out in the report including site specific emergency evacuation procedures, flood resilient construction techniques and SuDS. No basement dwellings should be permitted in this area (Flood Zone 3).</p> <p>As such, the exception test is satisfied whereby flood risk to people and property will be managed satisfactorily, when allowing necessary development on this site to occur.</p>
IIAO 15	To provide everyone with the opportunity to live in a decent home	✓✓	✓✓	The policy will help to increase the amount of affordable tenure homes and the affordability of homes to address the needs of local people and to ensure that everyone has access to high quality housing, regardless of income.
			✓✓	The policy encourages the delivery of homes to increase housing supply within the borough. In the long-term, through the provision of more homes, including affordable homes, increased supply should improve the affordability of homes. The increased provision of affordable homes is encouraged through AAP4’s fast track route for planning applications which trigger the affordable housing requirement. .
			✓✓	Many economic factors can impact upon housing price, which is an indicator of housing affordability. However, supply of more homes across London (in line with the draft London Plan housing target) in the long term will encourage the improved affordability of homes in the borough.
			✓✓	By identifying development capacity for residential development, housing delivery is supported and accelerated. By increasing certainty around infrastructure requirements, housing growth should be sustained including affordable housing.
			✓✓	The increased delivery of housing and affordable housing should enable people in the borough who may have previously not have had a permanent home to be able to afford a home, and will enable families to remain residing in the same household or area if they choose to do so, which will have positive impacts for health and social cohesion.

IIAO 16	To promote sustainable transport and minimise the need to travel by car	✓	✓	In response to the Climate Emergency, the action area takes a people centred approach to movement with a particular focus on reducing the impact of carbon emissions from vehicles. Traffic movements will be reduced with the creation of safe and accessible walking and cycling routes, which become the first choice for moving around the area. New development will create a new walkable neighbourhood that will be car free, provide cycle storage and enjoy the proximity to the new tube stations of the Bakerloo line extension.
IIAO 17	To provide the necessary infrastructure to support existing and future development	✓✓	✓✓	The site should accommodate D uses. These could include nurseries, day centres, schools, art galleries, gymnasiums, cinemas and training centres. These are all important facilities for community and cultural uses within the borough to support existing and future development.
		✓✓	✓✓	The efficient delivery of quality development in the area will accelerate Community Infrastructure Levy (CIL) payments and other financial contributions toward enhancement to infrastructure capacity and the cost of Bakerloo Line Extension. This is planned alongside the thorough phasing plan for new development on this site to ensure the growth and regeneration of the area is well supported by the essential travel infrastructure.

Detailed integrated impact assessment for:

Sub Area 2: Cantium Retail Park and Marlborough Grove

Including:

- OKR 10 – Land bounded by Glengall Road, Latona Road and Old Kent Road (NSP66)
- OKR 11 – Marlborough Grove and St. James’s Road (NSP64)
- OKR 12 – Former Southern Railway Stables (NSP62)

IIAO	Sub Area 2				OKR10/ NSP66	OKR11/ NSP67	OKR12/ NSP65
	Area wide	S	M	L			
IIAO 1	✓✓	✓	✓✓	✓✓	✓✓	✓✓	✓✓
IIAO 2	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓
IIAO 3	✓✓	✓	✓✓	✓✓	✓✓	✓✓	✓✓
IIAO 4	✓	-	✓	✓	✓✓	✓✓	✓✓
IIAO 5	✓✓	-	✓✓	✓✓	✓✓	✓✓	✓✓
IIAO 6	✓✓	✓✓	✓✓	✓✓	✓	✓	✓✓
IIAO 7	✓✓	-	✓✓	✓✓	✓	✓✓	✓✓
IIAO 8	✓	✓	✓	✓	✓✓	✓	✓
IIAO 9	✓	✓	✓	✓	✓	✓	✓
IIAO 10	✓	✓	✓	✓	✓	✓	✓
IIAO 11	✓	✓	✓	✓	✓	✓	✓
IIAO 12	✓	-	✓	✓	✓	✓	✓✓
IIAO 13	✓	-	✓	✓	✓✓	✓✓	✓✓
IIAO 14	✓	-	✓	✓	✓	✓	✓
IIAO 15	✓✓	-	✓✓	✓✓	✓✓	✓✓	✓✓
IIAO 16	✓✓	-	✓✓	✓✓	✓	✓	✓
IIAO 17	✓✓	✓	✓✓	✓✓	✓✓	✓✓	✓✓
Avg.	79%	32%	79%	79%	79%	76%	82%

Sub Area 2: Cantium Retail Park and Marlborough Grove

Sub Area 2: Cantium Retail Park and Marlborough Grove						
IIA Objective	Description	Area-wide	Timescale			Commentary
			Short term	Medium term	Long term	
IIAO 1	To tackle poverty and encourage wealth creation	✓✓	✓	✓✓	✓✓	The area-wide redevelopment will revitalise the neighbourhood with an improved living environment that will encourage inward investment and boost local economy such as retail uses serving the local community. For example, OKR10 (Land bounded by Glengall Road, Latona Road and Old Kent Road), current home to existing 41 businesses will be redeveloped into a mixed-use scheme which see 2,430 new jobs and 4,800 new homes.
		✓✓	✓	✓✓	✓✓	The growing population under the intensification and revitalisation of the existing industrial and residential area will produce economic synergy by creating new job opportunities for local residents and providing enterprise opportunities in the business area.
		✓✓	✓	✓✓	✓✓	Aligning with the policies in the plan, at least 10% affordable workspace at discount market rents will be provided over 30 years by new development of over 500 sqm GIA (gross) of employment floorspace. This is part of the bow tie employment strategy, which works to prioritise industrial, distribution, warehousing and creative makerspaces in the area and ensure the residents are trained and ready to access the new job opportunities.
	Average Scoring	✓✓	✓	✓✓	✓✓	
IIAO 2	To improve the education and skill of the population	✓✓	✓	✓	✓✓	Opportunities for the potential expansion of existing schools to provide high quality education opportunities for the new generations in the area.
		✓✓	✓✓	✓✓	✓✓	Aligning with the policies in the plan, major developments in the sub area will be required to provide specific programmes for mentorship, training or jobs for young people. As such, it will support the young generations to build up skills for employability and benefit from social regeneration.
		✓✓	✓✓	✓✓	✓✓	Aligning with the policies in the plan, many new jobs and training opportunities will be generated in the sub area as the provision is required for planning applications during the construction phase and in completed developments.
	Average Scoring	✓✓	✓✓	✓✓	✓✓	
IIAO 3	To improve the health of the population	✓✓	✓	✓✓	✓✓	The area vision looks to deliver excellent design that expresses timeless quality and variety within buildings and public spaces in between, contributing to the sense of different districts and to the health and well-being of communities across the development area.

		✓✓	✓	✓✓	✓✓	The sub area aims to connect communities by requiring development to improve the environment for people walking and cycling, strengthening the network of parks and improve the links between parks, the new tube station and other local facilities such as a new sports hall, primary schools and shops on the Peckham Park Road. The positive environment will help to encourage behavioural changes for active travel and social interaction and as a result reduce health inequalities.
	Average Scoring	✓✓	✓	✓✓	✓✓	
IIAO 4	To reduce the incidence of crime and the fear of crime	✓	-	✓	✓	Improved permeability through the delivery of excellent design, in accordance with the 'design out crime principles', will encourage street level activities, which in turn provide natural surveillance to reduce the perception of crime and incidence of crime.
IIAO 5	To promote social inclusion, equality, diversity and community cohesion	✓✓	-	✓✓	✓✓	Aligning with the policies in the plan, it will deliver mixed communities on different income levels and social backgrounds with the tenure-blind approach and at least 35% affordable housing with preference to social rented housing.
		✓✓	-	✓✓	✓✓	Recognising the potential of regeneration with new residents whilst protecting existing communities, the redevelopment will offer a range of housing tenures and sizes, phased over a number of years, to attract and facilitate existing residents to stay and benefit from the improved connections, facilities and communities.
		✓✓	-	✓✓	✓✓	A wide range of community infrastructure will be provided to serve the area, including schools, new parks, sports facilities and new civic spaces such as Frensham Street and Leyton Square to promote social interaction, participation and cohesion among residents on different backgrounds.
		✓✓	✓✓	✓✓	✓✓	To ensure planning works to benefit all from regeneration, a Social Regeneration Charter is drawn up for the area which sets out detailed aims for reducing social, economic and health inequalities and explains how the council will monitor the progress towards achieving a number of promises which the council has made to the community.
	Average Scoring	✓✓	-	✓✓	✓✓	
IIAO 6	To reduce contributions to climate change	✓	✓	✓	✓	Carbon offset fund will be collected in the area from development where it is not feasible to achieve zero carbon emission on site. The planning contributions, paid as the shortfall in on site carbon saving, will be spent on offsetting measures to reduce carbon emission in the existing buildings across the area. As a result, this will help to achieve carbon reduction.
		✓✓	✓✓	✓✓	✓✓	Being a net zero carbon Area Action Plan, all new development will achieve net zero carbon by meeting the highest on site performance including the highest environmental building standards and net zero electricity and heating systems, banning gas boilers as the permanent heating solutions. They will also be required to connect to or enable future connection to a district heat network, which provides a supply of low carbon heat to homes, businesses and public buildings. The current district heat network for Old Kent Road is SELCHP.

		✓✓	✓	✓✓	✓✓	It creates an opportunity to take a holistic approach to enhancing environment and networks for cycling and walking through the area-wide master planning to encourage active travel modes as an alternative to the usage of private car, which in turn significantly reduces contributions to climate change.
	Average Scoring	✓✓	✓✓	✓✓	✓✓	
IIAO 7	To improve the air quality	✓✓	-	✓✓	✓✓	In short term, air quality may be negatively impacted due to construction, where mitigation measures will be implemented. In long term, excellent design delivered through new developments within buildings and space in between will provide green infrastructure and encourage active travel modes including walking and cycling, which will in turn reduce the usage and emission of private cars (through phased plans for reducing parking provision and construction and transport management). It The design for green infrastructure will also effectively absorb greenhouse gases and reduce the concentration of air pollutants. It will significantly contribute to improving air quality and health of the communities.
		✓✓	-	✓✓	✓✓	The typologies in the masterplan promote mixed-use development including innovative solutions for mixing industrial development with new homes. Recognising that servicing is considered carefully to enable commercial premises to function without conflict with residential development, the plan sets out consolidation of servicing to enable more efficient movement of vehicles and reduce the pressure on the road network and improve air quality. It aims to maintain good air quality whilst ensuring efficient transport service is in place to support the vibrancy of businesses.
	Average Scoring	✓✓	-	✓✓	✓✓	
IIAO 8	To avoid waste and maximise, reuse or recycle waste arising as a resource	-	-	-	-	Substantial demolition and intensification of development will create new waste demands to be managed. In order to effectively manage waste and reduce waste going to landfill, new development is required to provide adequate management of waste from construction and intensified development in accordance with the waste management hierarchy. The sub area consists of an integrated waste management facility for the development within the opportunity area.
		✓✓	✓✓	✓✓	✓✓	The development in the sub area will connect to SELCHP district heat network that turns waste into energy and converts the excess heat to heat that can be used in heating buildings. This is considered to be a renewable source of heat, a process to more sustainably manage waste through combustion, to reduce the amount of waste going to landfill.
	Average Scoring	✓	✓	✓	✓	
IIAO 9	To encourage sustainable use of water resources	✓	✓	✓	✓	It could place additional pressures on the water network but development comes with the potential for water-recycling and sustainable water measures when development is in operation. The masterplan for the sub area and policies for new development in the area ensure proper water management is in place, including communal

						sustainable urban drainage systems (SuDS), to reduce water use, improve water quality, reuse rainwater and contain rainwater discharge.
IIAO 10	To maintain and enhance the quality of land and soils	✓	✓	✓	✓	New development will come forward on brownfield sites, providing opportunities to remediate contaminated land and utilise urban greening through the choice of the appropriate types and design of trees planting. As such, it helps to improve the soil quality with the creation of new green public space.
IIAO 11	To protect and enhance quality of landscape and townscape	✓	✓	✓	✓	A masterplan has been created for the sub area with respect to the history of the area, its existing character and townscape and strategic viewing considerations at a granular level. Informed by the masterplan, requirements for each site allocation within the sub area are carefully designed in terms of design guidance, heritage reservation and building height guidance. For example, for OKR11, the scale of development will be the highest at the crossing of the junction of Rotherhithe New Road with Old Kent Road and in the centre of the site reducing in scale towards the school and the residential fringes of the sites.
IIAO 12	To conserve and enhance the historic environment and cultural assets	✓	-	✓	✓	The masterplan also takes into consideration for the sub area the history of the area, cultural assets and community heritage at a granular level, including the bottling factory on Ossory Road and the chimneys on Bianca Road. It informs both the site allocation requirements and the strategic planning for the whole sub area to enhance the historic environment and cultural assets.
IIAO 13	To protect and enhance open spaces, green corridors and biodiversity	✓	-	✓	✓	As part of the Greener Belt Strategy, the sub area provides a strategic planning for new parks, new pedestrian and cycle links providing safe walking routes and green corridors between schools and local community facilities. In addition, development on the site allocations will be required to provide open and green spaces including play facilities and greenery, providing a tranquil environment and comfortable places to sit and socialise or rest.
IIAO 14	To reduce vulnerability to flooding	✓	-	✓	✓	<p>Developing at higher densities could free up more space for landscape enhancements and flood mitigation measures as part of new and improved open spaces and public realm. Meanwhile, the plan requires flood risk to be reduced through implementing onsite sustainable urban drainage measures.</p> <p>Strategic flood risk assessment Level 2 has been prepared to assess the site allocations within the sub area. It provides evidence to ensure the proposed land uses are compatible with the relevant flood zone (i.e. passed the sequential test) and the sites having 'a more vulnerable use' have satisfied the exception test whereby flood risk to people and property will be managed satisfactorily, when allowing necessary development on this site to occur.</p> <p>Moreover, a detailed site-specific SFRA will be required for development on each site allocation to ensure flood risks will be properly mitigated and minimise flood risk to the wider area through measures on site as mentioned above.</p>
IIAO 15	To provide everyone with the opportunity to live in a decent home	✓✓	-	✓✓	✓✓	It delivers homes and a wider urban environment suitable for residents at all stages in their lives, encouraging people to live and work locally. This will include excellent cycling provision, safe secure streets with good building frontages and a choice of

						homes including a range of different sized homes, generous space standards and provision of specialist housing.
		✓✓	-	✓✓	✓✓	<p>Aiming to deliver regeneration that works for all, the redevelopment will provide a range of housing tenures and sizes to attract both new and existing residents, phased over a number of years to facilitate existing residents to move in to benefit the improved connections, facilities and communities.</p> <p>A Community Review Panel is also set up to help the council better understand the needs of the local community. This panel will comment on plans for development in the area, giving independent advice on planning and discussing important issues including housing, transport, public and green spaces, and the environment</p>
	Average Scoring	✓✓	-	✓✓	✓✓	
IIAO 16	To promote sustainable transport and minimise the need to travel by car	✓✓	-	✓✓	✓✓	<p>In response to the Climate Emergency, the action area takes a people centred approach to movement with a particular focus on reducing the impact of carbon emissions from vehicles. Traffic movements will be reduced with the creation of safe and accessible walking and cycling routes, which become the first choice for moving around the area. New walkable neighbourhoods will benefit from the new parks and spaces in the greener belt, new developments that will be car free and the proximity to the new tube stations of the Bakerloo line extension.</p> <p>The transition to less polluting and low carbon vehicles, such as electric vehicles, will be supported especially for commercial vehicles, which are using the street the most. As such, the sub area will provide the required infrastructure to support the transition to net zero carbon with the reliable source of fuel or electricity for the convenient and security of business operation.</p>
IIAO 17	To provide the necessary infrastructure to support existing and future development	✓✓	✓	✓✓	✓✓	<p>The efficient delivery of quality development in the area will accelerate Community Infrastructure Levy (CIL) payments and other financial contributions toward enhancement to infrastructure capacity and the cost of Bakerloo Line Extension. This is planned alongside the thorough phasing plan for new development in the area to ensure the growth and regeneration of the area is well supported by the essential travel infrastructure.</p> <p>In addition, a wide range of infrastructure, serving economic, social and environmental purposes will be delivered to increase the capacity in supporting the existing and new residents and fostering cohesive and well-connected communities.</p>

OKR10: Land bounded by Glengall Road, Latona Road and Old Kent Road (NSP66)

Site requirements

Redevelopment of the site must:

- Provide new homes); and
- Replace existing employment floorspace and provide a range of employment spaces which is consistent with the building and land use types shown in Figure SA2.3; and
- Provide retail space on the Old Kent Road high street ; and
- Provide active frontages on Old Kent Road through provision of retail, business or community and cultural uses; and
- Provide community uses and cultural uses; and
- Provide open space including the Surrey Canal Linear Park and the pocket parks at Asda and Mcdonalds.

Redevelopment of the part of the site designated as a Locally Significant Industrial Site (west of Ossory Road) must:

- Provide new homes; and
- Provide industrial uses (light industrial uses and warehouse/distribution).

Applications relevant to this site

17/AP/2773 (Approved)

Malt Street

Hybrid application comprising a full planning application for Phase 1 (the 'Detailed Component') and outline planning permission (the 'Outline Component') for Phases 2 & 3:

Detailed Component (Phase 1):

Full planning permission for the demolition of existing buildings and structures and redevelopment of the central area for the erection of a total of 4 buildings, two at 7 storeys (Buildings B9& part B12), one at 15 storeys (Building B10), and one at 44 storeys (Building B4) (max height 147.12m AOD) to provide 420 homes, 1,197 sqm GEA of Class B1(c) floorspace and 785 sqm GEA of non-residential floor space within classes A1-A4 (retail), Class B1 (business) and Class D1 (public services) and D2 (entertainment and leisure) use, an energy centre (750 sqm) and new public open space and public realm with on street and basement car parking spaces and cycle spaces.

Outline Component (Phase 2 & 3):

Outline planning permission (scale, layout, landscaping, access and appearance reserved) for the demolition of existing buildings and structures and the erection of eight buildings (B1, B2, B3, B5, B6, B7, B11 and part B12) ranging in height from 5 to 35 storeys (max height 132.9m AOD) to provide up to 88,052sqm floorspace GEA, comprising up to 880 residential units, up to 3,316 sqm GEA of Class B1(c) floorspace and up to 1,702sqm GEA of non-residential floor space within Classes A1-A4 (retail), Class B1 (business), Class D1 (public services) and D2 (entertainment and leisure) use and car parking spaces at ground level and cycle spaces, with associated new open space, public realm, car parking and associated works.

Totals: Up to 1,300 homes and up to 7,000sqm commercial floorspace.

17/AP/2952 (Approved)

57 Glengall Road

Refurbishment of existing building, redevelopment of outbuildings and addition of two storeys to provide 5 no. B1 commercial units and 9 no. residential flats

17/AP/4612 (Approved)

49 – 53 Glengall Road

Demolition of all existing buildings and structures (excluding some of the facades along Glengall Road and Bianca Road and the industrial chimney) and erection of a part 6, 8 and 15 storey mixed-use development comprising 3,716 sqm (GIA) of flexible workspace (Use Class B1(c) and B2/B8) and 181 residential units (Use Class C3) with amenity spaces and associated infrastructure.

18/AP/0564 (Approved)

16 Peckham Park Road and 1 Livesey Place

Demolition of existing buildings and construction of a part three, part four storey building with retail and warehouse (A1) use on the ground floor and 5 residential units (3 x 2-bedroom and 2 studio flats) on upper floors.

17/AP/4596 (Approved)

Nyes Wharf, Frensham Street

Demolition of existing buildings and erection of mixed-use scheme comprising 1,193sqm Class B1 floorspace at ground and mezzanine levels; with 153 Residential units (Class C3) above in a building ranging from 9 to 18 storeys (max height 56.202m) with hard and soft landscaping including a new park and associated infrastructure works, including three disabled spaces and cycle parking.

18/AP/3246 (Approved subject S106)

Cantium Retail Park

Demolition of existing buildings and redevelopment of the site to provide a new basement level and buildings ranging from 3 to 48 storeys in height (max height 159.05m above ground level) comprising up to 1,113 residential units (Class C3), up to 5,659 sq. m of office floorspace (Class B1(a)), up to 2,228 sq. m of retail floorspace (Class A1), up to 2,336 sq. m of flexible space including use within Classes A1, A3, D1, D2 and / or Sui Generis (Theatre) within Block B and up to 596 sq. m of flexible space within Classes A1, A2 and / or A3 within Block C together with associated access, car parking, landscaping and infrastructure works.

18/AP/4003 (Approved subject to S106)

3-5 Latona Road

Proposed development to add three new storeys of residential accommodation to the existing building at 3-5 Latona Road. The existing Ground, First and Second floor will retain its commercial use. The proposed residential accommodation comprises ten flats in total; 2x1-Beds, 6x2-Beds and 2x3-Beds.

18/AP/3284 (Approved subject to S106)

596 – 608 Old Kent Road and Livesey Place

Mixed-use redevelopment comprising the demolition of all existing buildings and structures (listed mural to be removed and stored prior to demolition, and incorporated into proposed development); construction of three buildings arranged around a central plinth ranging in height from 10 to 38 storeys (maximum height +144.2m AOD) above single basement, ground and mezzanines floors, to provide a range of uses including 372 residential units (Use Class C3), place of worship (Use Class D1), retail (Use Classes A1-A4), and office / light industrial (Use Classes B1(a)/B1(c)); means of access, public realm and landscaping works, parking and cycle storage provision, energy centre / plant and servicing areas, and associated ancillary works.

20/AP/0039 (Approved subject to S106)

LSE, 43 – 47 Glengall Road

Demolition of the existing building and erection of a new mixed use building of up to 15 storeys (plus lower ground and basement) (51.525m AOD) to provide a Halls of Residence for the London School of Economics and Political Science consisting of 676 student rooms, replacement commercial floorspace of 2,375sqm consisting of 1190sqm of B1c, and 1,185sqm of flexible B1c/D1/A3 Use as a Creative Commercial Centre that includes University related community uses, a community café; and new areas of public realm.

IIA Objective	Description	Averaged Grading	Sub grading	Commentary
IIAO 1	To tackle poverty and encourage wealth creation	✓✓	✓✓	The site will provide opportunities for jobs within construction, offices, retail and community and leisure facilities. The increase in the number of local jobs will tackle poverty by decreasing the unemployment rate and providing a stable income to a greater number of people, and will subsequently encourage wealth creation within the local community.
			✓✓	Aligning with the policies in the plan, at least 10% affordable workspace at discount market rents will be provided over 30 years by new development of over 500 sqm GIA (gross) of employment floorspace. This is part of the bow tie employment strategy, which works to prioritise industrial, distribution, warehousing and creative makerspaces in the area and ensure the residents are trained and ready to access the new job opportunities.
IIAO 2	To improve the education and skill of the population	✓✓	✓✓	The provision of new employment and retail uses will allow staff to gain new skills whilst working in these establishments.
			✓✓	Aligning with the policies in the plan, major developments on this site area will be required to provide specific programmes for mentorship, training or jobs for young people. As such, it will support the young generations to build up skills for employability and benefit from social regeneration.
			✓✓	Aligning with the policies in the plan, many new jobs and training opportunities will be generated as the provision is required for planning applications during the construction phase and in completed developments.
IIAO 3	To improve the health of the population	✓✓	✓✓	New residential provision on site will help meet the housing needs and address the overcrowding issue, which is one of the key determinants of health.

		✓✓	✓✓	<p>The sub area aims to connect communities by requiring development on this site to improve the environment for people walking and cycling, strengthening the network of parks and improve the links between parks, the new tube station and other local facilities such as a new sports hall, primary schools and shops on the Peckham Park Road. The positive environment will help to encourage behavioural changes for active travel and social interaction and as a result reduce health inequalities.</p> <p>The provision of new open space will enable opportunities for play and open-air sports facilities, enabling exercise which supports good physical and mental health.</p>
IIAO 4	To reduce the incidence of crime and the fear of crime	✓✓	✓✓	Improved permeability through the delivery of excellent design, in accordance with the 'design out crime principles', will encourage street level activities, which in turn provide natural surveillance to reduce the perception of crime and incidence of crime. In keeping with this design principle, provision of a new open space for people to sit and gather will also provide natural surveillance within the area. In addition, the activation of frontages will open up spaces to promote social interaction and the feeling of public safety.
			✓✓	Providing new homes will result in more people in the local area, the increased presence and activity will result in greater natural surveillance within the locality which should reduce incidences and the fear of crime within the area.
IIAO 5	To promote social inclusion, equality, diversity and community cohesion	✓✓	✓✓	<p>The proposal will provide new community uses which should help encourage more community interaction with different groups within the local area providing more awareness of the diverse groups living within the area and encouraging community cohesion.</p> <p>Aligning with the policies in the plan, it will deliver mixed communities on different income levels and social backgrounds with the tenure-blind approach and at least 35% affordable housing with preference to social rented housing.</p>
IIAO 6	To reduce contributions to climate change	✓	✓	Carbon offset fund will be collected in the area from development where it is not feasible to achieve zero carbon emission on site. The planning contributions, paid as the shortfall in on site carbon saving, will be spent on offsetting measures to reduce carbon emission in the existing buildings across the area. As a result, this will help to achieve carbon reduction.
			✓✓	Being a net zero carbon Area Action Plan, all new development will achieve net zero carbon by meeting the highest on site performance including the highest environmental building standards and net zero electricity and heating systems, banning gas boilers as the permanent heating solutions. They will also be required to connect to or enable future connection to a district heat network, which provides a supply of low carbon heat to homes, businesses and public buildings. The current district heat network for Old Kent Road is SELCHP.
			✓✓	It creates an opportunity to take a holistic approach to enhancing environment and networks for cycling and walking through the area-wide master planning to encourage active travel modes as an alternative to the usage of private car, which in turn significantly reduces contributions to climate change.
IIAO 7	To improve the air quality	✓✓	✓✓	In short term, air quality may be negatively impacted due to construction, where mitigation measures will be implemented. In long term, excellent design delivered through new developments within buildings and space in between will provide green infrastructure and encourage active travel modes including walking and cycling, which will in turn reduce the usage and emission of private cars (through phased plans for reducing parking provision and construction and transport management). It The design for green infrastructure will also effectively absorb greenhouse gases and reduce the concentration of air pollutants. It will significantly contribute to improving air quality and health of the communities.
			✓✓	The typologies in the masterplan promote mixed-use development including innovative solutions for mixing industrial development with new homes. Recognising that servicing is considered carefully to enable commercial premises to function without conflict with residential development, the plan sets out consolidation of servicing to enable more efficient movement of vehicles and reduce the pressure on the road network and improve air quality. It aims to maintain good air quality whilst ensuring efficient transport service is in place to support the vibrancy of businesses.
IIAO 8	To avoid waste and maximise, reuse or recycle waste arising as a resource	✓	-	Substantial demolition and intensification of development will create new waste demands to be managed. In order to effectively manage waste and reduce waste going to landfill, new development is required to provide adequate management of waste from construction and intensified development in accordance with the waste management hierarchy. The sub area consists of an integrated waste management facility for the development within the opportunity area.
			✓✓	The development on this site will connect to SELCHP district heat network that turns waste into energy and converts the excess heat to heat that can be used in heating buildings. This is considered to be a renewable source of heat, a process to more sustainably manage waste through combustion, to reduce the amount of waste going to landfill.
IIAO 9	To encourage sustainable use of water resources	✓	✓	It could place additional pressures on the water network but development comes with the potential for water-recycling and sustainable water measures when development is in operation. The masterplan for the sub area and policies for new development on this site ensure proper water management is in place, including communal sustainable urban drainage systems (SuDS), to reduce water use, improve water quality, reuse rainwater and contain rainwater discharge.
IIAO 10	To maintain and enhance the quality of land and soils	✓	✓	New development will come forward on brownfield sites, providing opportunities to remediate contaminated land and utilise urban greening through the choice of the appropriate types and design of trees planting. As such, it helps to improve the soil quality with the creation of new green public space.

IIAO 11	To protect and enhance quality of landscape and townscape	✓	✓	A masterplan has been created for the sub area with respect to the history of the area, its existing character and townscape and strategic viewing considerations at a granular level. Informed by the masterplan, requirements for each site allocation within the sub area are carefully designed in terms of design guidance, heritage reservation and building height guidance. For example, a new public space will form part of this site allocation and will help soften and enhance the landscape.
IIAO 12	To conserve and enhance the historic environment and cultural assets	✓	✓	<p>The masterplan also takes into consideration for the sub area the history of the area, cultural assets and community heritage at a granular level, including the bottling factory on Ossory Road and the chimneys on Bianca Road. It informs both the site allocation requirements and the strategic planning for the whole sub area to enhance the historic environment and cultural assets.</p> <p>The site includes the Grade II listed mural depicting the history of Old Kent Road and is in proximity of Grade II listed buildings on Glengall Road. The site contains buildings and features of townscape merit and two chimneys of historic interest.</p> <p>The western part of the site lies within the Borough View of St Paul's Cathedral from One Tree Hill.</p> <p>Tier 1 APA designation. The site is located in APA1- North Southwark and Roman Roads.</p> <p>Development should enhance the setting of the adjacent Glengall Road Conservation Area.</p>
IIAO 13	To protect and enhance open spaces, green corridors and biodiversity	✓✓	✓✓	<p>As part of the Greener Belt Strategy, the sub area provides a strategic planning for new parks, new pedestrian and cycle links providing safe walking routes and green corridors between schools and local community facilities. In addition, development on the site allocations will be required to provide open and green spaces including play facilities and greenery, providing a tranquil environment and comfortable places to sit and socialise or rest.</p> <p>The site allocation must provide new public open space. The provision of green spaces would improve the long term health and wellbeing of the population. This will help to enhance biodiversity and ecological resilience.</p>
IIAO 14	To reduce vulnerability to flooding	✓	✓	<p>The sequential test confirms that the site (SFRA Level 2 - Analysis 15) will have a "more vulnerable" use (mixed use including residential, employment, town centre, open space and community uses) in Flood Zone 3 and therefore requires an additional exception test, which would be satisfied by the first criteria that the development proves to provide wider sustainability benefits to the community that outweigh flood risk. The site development will bring sustainability benefits as follows:</p> <ul style="list-style-type: none"> - The redevelopment will provide new homes and create job opportunities during construction to tackle poverty - The provision of new employment and retail uses will allow staff to gain new skills whilst working in these establishments - The policy encourages the delivery of homes to increase housing supply within the borough. In the long-term, through the provision of more homes, including affordable homes, increased supply should improve the affordability of homes. The increased provision of affordable homes is encouraged through AAP4's fast track route for planning applications which trigger the affordable housing requirement. A lot of economic factors can impact upon housing price, which is an indicator of housing affordability. However, supply of more homes across London (in line with the draft London Plan housing target) in the long term will encourage the improved affordability of homes in the borough. - New residential provision will address the housing shortage, overcrowding and affordability issues, which are among the key determinants of public health - The provision of new open space will enable opportunities for play and open-air sports facilities, enabling exercise which supports good physical and mental health - The proposal will provide new community uses which should help encourage more community interaction with different groups within the local area providing more awareness of the diverse groups living within the area and encouraging community cohesion. - Improved frontages and green links will encourage walkability and cycling, which will bring positive health effects by encouraging active travel modes - The site is required to develop in a sensitive manner to the listed buildings, the open space and heritage assets, and reflect existing building heights, so as to respect the local character, heritage and townscape - The site should accommodate community uses. These could include nurseries, day centres, schools, art galleries, gymnasiums, cinemas and training centres. These are all important facilities for community and cultural uses within the borough to support existing and future development. <p>To meet the second requirement that the development is safe for its lifetime, recommendations are set out in the report including site specific emergency evacuation procedures, flood resilient construction techniques and SuDS. No basement dwellings should be permitted in this area (Flood Zone 3).</p>

				<p>Applications 17/AP/2773, 17/AP/2952, 17/AP/4612, 17/AP/4596, 18/AP/3246, 18/AP/4003, 18/AP/3284 and 20/AP/0039 are relevant to this site allocation, as planning permission has been granted. A Flood Risk Assessment was submitted with each application where relevant and has been considered in the decision making process. The site-specific FRAs demonstrate that the developments will be safe for their lifetime taking account of the vulnerability of users, without increasing flood risk elsewhere, and, where possible, will reduce flood risk overall.</p> <p>The Environment Agency was consulted during the planning process for all applications which were within their remit and they have advised that they would have no objection to the proposals. Planning conditions in relation to flood risk management, including meeting greenfield runoff rates and paying financial contributions where there is a shortfall, have formed part of the permission.</p> <p>Where necessary, a Basement Impact Assessment has been submitted or secured by condition for proposals incorporating new or extended basement areas.</p> <p>As such, the exception test is satisfied whereby flood risk to people and property will be managed satisfactorily, when allowing necessary development on this site to occur.</p>
IIAO 15	To provide everyone with the opportunity to live in a decent home	✓✓	✓✓	The policy will help to increase the amount of affordable tenure homes and the affordability of homes to address the needs of local people and to ensure that everyone has access to high quality housing, regardless of income.
			✓✓	The policy encourages the delivery of homes to increase housing supply within the borough. In the long-term, through the provision of more homes, including affordable homes, increased supply should improve the affordability of homes. The increased provision of affordable homes is encouraged through AAP4's fast track route for planning applications which trigger the affordable housing requirement.
			✓✓	Many economic factors can impact upon housing price, which is an indicator of housing affordability. However, supply of more homes across London (in line with the draft London Plan housing target) in the long term will encourage the improved affordability of homes in the borough.
			✓✓	By identifying development capacity for residential development, housing delivery is supported and accelerated. By increasing certainty around infrastructure requirements, housing growth should be sustained including affordable housing.
			✓✓	The increased delivery of housing and affordable housing should enable people in the borough who may have previously not have had a permanent home to be able to afford a home, and will enable families to remain residing in the same household or area if they choose to do so, which will have positive impacts for health and social cohesion.
IIAO 16	To promote sustainable transport and minimise the need to travel by car	✓	✓	In response to the Climate Emergency, the action area takes a people centred approach to movement with a particular focus on reducing the impact of carbon emissions from vehicles. Traffic movements will be reduced with the creation of safe and accessible walking and cycling routes, which become the first choice for moving around the area. New development on this site will create a walkable neighbourhood that is car free, provides cycle storage and enjoys the proximity to the new tube stations of the Bakerloo line extension.
IIAO 17	To provide the necessary infrastructure to support existing and future development	✓✓	✓✓	The site should accommodate community uses. These could include nurseries, day centres, schools, art galleries, gymnasiums, cinemas and training centres. These are all important facilities for community and cultural uses within the borough to support existing and future development.
			✓✓	The efficient delivery of quality development in the area will accelerate Community Infrastructure Levy (CIL) payments and other financial contributions toward enhancement to infrastructure capacity and the cost of Bakerloo Line Extension. This is planned alongside the thorough phasing plan for new development on this site to ensure the growth and regeneration of the area is well supported by the essential travel infrastructure.

OKR11: Marlborough Grove and St James's Road (NSP67)

Site requirements

Redevelopment of the site must:

- Provide new homes; and
- Replace existing employment floorspace and provide a range of employment spaces which is consistent with the building and land use types shown I Figure SA2.3; and
- Provide retail space on the Old Kent Road high street; and
- Provide frontage on the Old Kent Road through provision of retail, and or community uses with business above; and
- Provide land for closing the central part of Marlborough Groe and providing open space, sports and play, for use of Phoenix Primary School and surrounding neighbourhoods; and
- Provide a new park between the Selco and Six Bridges estate sites.

Relevant planning applications

18/AP/0156 (Under construction)

272 St James's Road. Demolition of existing building and erection of a student accommodation building of up to nine storeys (maximum height 30.815m AOD, 29.525m from ground), to comprise 250 student rooms and associated communal facilities, 73 sqm cafe/retail space (A1/A3 use class), hard and soft landscaping, 2 disabled parking spaces and cycle parking.

IIA Objective	Description	Averaged Grading	Sub grading	Commentary
IIAO 1	To tackle poverty and encourage wealth creation	✓✓	✓✓	The site will provide opportunities for jobs within construction, offices, retail and community facilities. The increase in the number of local jobs will tackle poverty by decreasing the employment rate and providing a stable income to a greater number of people, and will subsequently encourage wealth creation within the local community.
			✓✓	Aligning with the policies in the plan, at least 10% affordable workspace at discount market rents will be provided over 30 years by new development of over 500 sqm GIA (gross) of employment floorspace. This is part of the bow tie employment strategy, which works to prioritise industrial, distribution, warehousing and creative makerspaces in the area and ensure the residents are trained and ready to access the new job opportunities.
IIAO 2	To improve the education and skill of the population	✓✓	✓✓	The provision of new employment, retail and community uses will allow staff to gain new skills whilst working in these establishments.
			✓✓	Aligning with the policies in the plan, major developments on this site area will be required to provide specific programmes for mentorship, training or jobs for young people. As such, it will support the young generations to build up skills for employability and benefit from social regeneration.
			✓✓	Aligning with the policies in the plan, many new jobs and training opportunities will be generated as the provision is required for planning applications during the construction phase and in completed developments.
IIAO 3	To improve the health of the population	✓✓	✓✓	New residential provision on site will help meet the housing needs and address the overcrowding issue, which is one of the key determinants of health.
			✓✓	The sub area aims to connect communities by requiring development on this site to improve the environment for people walking and cycling, strengthening the network of parks and improve the links between parks, the new tube station and other local facilities such as a new sports hall, primary schools and shops on the Peckham Park Road. The positive environment will help to encourage behavioural changes for active travel and social interaction and as a result reduce health inequalities. The provision of new open space will enable opportunities for play and open-air sports facilities, enabling exercise which supports good physical and mental health. The provision of green spaces would improve the long term health and wellbeing of the population.
IIAO 4	To reduce the incidence of crime and the fear of crime	✓✓	✓✓	Improved permeability through the delivery of excellent design, in accordance with the 'design out crime principles', will encourage street level activities, which in turn provide natural surveillance to reduce the perception of crime and incidence of crime. In keeping with this design principle, the provision of a new open space for people to sit and gather will also provide natural surveillance within the area. Moreover, the activation of frontages will open up spaces to promote social interaction and the feeling of public safety.
			✓✓	Providing new homes will result in more people in the local area, the increased presence and activity will result in greater natural surveillance within the locality which should reduce incidences and the fear of crime within the area.

IIAO 5	To promote social inclusion, equality, diversity and community cohesion	✓✓	✓✓	The proposal will provide new community uses which should help encourage more community interaction with different groups within the local area providing more awareness of the diverse groups living within the area and encouraging community cohesion.
			✓✓	The delivery of more homes, consisting of a mix of different sizes and tenures will bring more people to the area from a range of different backgrounds, this will create more opportunities for greater diversity within the area and encourage more community cohesion
IIAO 6	To reduce contributions to climate change	✓	✓	Carbon offset fund will be collected in the area from development where it is not feasible to achieve zero carbon emission on site. The planning contributions, paid as the shortfall in on site carbon saving, will be spent on offsetting measures to reduce carbon emission in the existing buildings across the area. As a result, this will help to achieve carbon reduction.
			✓✓	Being a net zero carbon Area Action Plan, all new development will achieve net zero carbon by meeting the highest on site performance including the highest environmental building standards and net zero electricity and heating systems, banning gas boilers as the permanent heating solutions. They will also be required to connect to or enable future connection to a district heat network, which provides a supply of low carbon heat to homes, businesses and public buildings. The current district heat network for Old Kent Road is SELCHP.
			✓✓	It creates an opportunity to take a holistic approach to enhancing environment and networks for cycling and walking through the area-wide master planning to encourage active travel modes as an alternative to the usage of private car, which in turn significantly reduces contributions to climate change.
IIAO 7	To improve the air quality	✓✓	✓✓	In short term, air quality may be negatively impacted due to construction, where mitigation measures will be implemented. In long term, excellent design delivered through new developments within buildings and space in between will provide green infrastructure and encourage active travel modes including walking and cycling, which will in turn reduce the usage and emission of private cars (through phased plans for reducing parking provision and construction and transport management). It The design for green infrastructure will also effectively absorb greenhouse gases and reduce the concentration of air pollutants. It will significantly contribute to improving air quality and health of the communities.
			✓✓	The typologies in the masterplan promote mixed-use development including innovative solutions for mixing industrial development with new homes. Recognising that servicing is considered carefully to enable commercial premises to function without conflict with residential development, the plan sets out consolidation of servicing to enable more efficient movement of vehicles and reduce the pressure on the road network and improve air quality. It aims to maintain good air quality whilst ensuring efficient transport service is in place to support the vibrancy of businesses.
IIAO 8	To avoid waste and maximise, reuse or recycle waste arising as a resource	✓	-	Substantial demolition and intensification of development will create new waste demands to be managed. In order to effectively manage waste and reduce waste going to landfill, new development is required to provide adequate management of waste from construction and intensified development in accordance with the waste management hierarchy. The sub area consists of an integrated waste management facility for the development within the opportunity area.
			✓✓	The development on this site will connect to SELCHP district heat network that turns waste into energy and converts the excess heat to heat that can be used in heating buildings. This is considered to be a renewable source of heat, a process to more sustainably manage waste through combustion, to reduce the amount of waste going to landfill.
IIAO 9	To encourage sustainable use of water resources	✓	✓	It could place additional pressures on the water network but development comes with the potential for water-recycling and sustainable water measures when development is in operation. The masterplan for the sub area and policies for new development on this site ensure proper water management is in place, including communal sustainable urban drainage systems (SuDS), to reduce water use, improve water quality, reuse rainwater and contain rainwater discharge.
IIAO 10	To maintain and enhance the quality of land and soils	✓	✓	New development will come forward on brownfield sites, providing opportunities to remediate contaminated land and utilise urban greening through the choice of the appropriate types and design of trees planting. As such, it helps to improve the soil quality with the creation of new green public space.
IIAO 11	To protect and enhance quality of landscape and townscape	✓	✓	A masterplan has been created for the sub area with respect to the history of the area, its existing character and townscape and strategic viewing considerations at a granular level. Informed by the masterplan, requirements for each site allocation within the sub area are carefully designed in terms of design guidance, heritage reservation and building height guidance. For example, a new public space will form part of this site allocation and will help soften and enhance the landscape.
IIAO 12	To conserve and enhance the historic environment and cultural assets	✓	✓	The masterplan also takes into consideration for the sub area the history of the area, cultural assets and community heritage at a granular level. It informs both the site allocation requirements and the strategic planning for the whole sub area to enhance the historic environment and cultural assets. The site is in close proximity to the Grade II listed Evelina Lowe School. The site contains buildings of townscape merit and buildings of architectural and historic interest.

				<p>Tier 1 APA designation. The site is located in APA1- North Southwark and Roman Roads.</p> <p>The site is in close proximity of Evelina Lowe Nature Garden (Other Open Space).</p> <p>Development will be respectful to the designations of conservation areas, listed buildings, areas of archaeological significance and protected views and designed in a way which seeks to enhance the setting of historical assets where relevant.</p>
IIAO 13	To protect and enhance open spaces, green corridors and biodiversity	✓✓	✓✓	<p>As part of the Greener Belt Strategy, the sub area provides a strategic planning for new parks, new pedestrian and cycle links providing safe walking routes and green corridors between schools and local community facilities. In addition, development on the site allocations will be required to provide open and green spaces including play facilities and greenery, providing a tranquil environment and comfortable places to sit and socialise or rest.</p> <p>The site allocation must provide new public open space. This will help to enhance biodiversity and ecological resilience.</p>
IIAO 14	To reduce vulnerability to flooding	✓	✓	<p>The sequential test confirms that the site (SFRA Level 2 - Analysis 15) will have a “more vulnerable” use (mixed use including residential, town centre, employment, open space and community uses) in Flood Zone 3 and therefore requires an additional exception test, which would be satisfied by the first criteria that the development proves to provide wider sustainability benefits to the community that outweigh flood risk. The site development will bring sustainability benefits as follows:</p> <ul style="list-style-type: none"> - The redevelopment will provide new homes and create job opportunities during construction to tackle poverty - The provision of new employment , retail and community uses will allow staff to gain new skills whilst working in these - The policy encourages the delivery of homes to increase housing supply within the borough. In the long-term, through the provision of more homes, including affordable homes, increased supply should improve the affordability of homes. The increased provision of affordable homes is encouraged through AAP4’s fast track route for planning applications which trigger the affordable housing requirement. - New residential provision will address the housing shortage, overcrowding and affordability issues, which are among the key determinants of public health - Improved frontages and green links will encourage walkability and cycling, which will bring positive health effects by encouraging active travel modes - The creation of new green links will combat severance between communities and encourage community interaction - Priority in walking and cycling in the design requirement of the site will promote active travel modes and reduce the incentive of driving, thus improving air quality and contributing to reduction in greenhouse emissions - The site is required to develop in a sensitive manner to the listed buildings, the open space and heritage assets, and reflect existing building heights, so as to respect the local character, heritage and townscape - The site should accommodate community uses. These could include nurseries, day centres, schools, art galleries, gymnasiums, cinemas and training centres. These are all important facilities for community and cultural uses within the borough to support existing and future development. - Activation of frontages will open up spaces to promote social interaction and the feeling of public safety. <p>To meet the second requirement that the development is safe for its lifetime, recommendations are set out in the report including site specific emergency evacuation procedures, flood resilient construction techniques and SuDS. No basement dwellings should be permitted in this area (Flood Zone 3).</p> <p>Applications 18/AP/0156 is relevant to this site allocation, as planning permission has been granted. A Flood Risk Assessment was submitted with the application and has been considered in the decision making process. The site-specific FRA proposes measures such as ensuring finished floor levels are at least 300mm above the maximum breach flood level on site, ensuring residential accommodation is above basement and lower ground floor as well as adopting flood resilient construction techniques such as the use of plasterboards and air bricks.</p> <p>The Environment Agency were consulted during the planning process for all applications and they have advised that they would have no objection to the proposals.</p> <p>As such, the exception test is satisfied whereby flood risk to people and property will be managed satisfactorily, when allowing necessary development on this site to occur.</p>
IIAO 15		✓✓	✓✓	<p>The policy will help to increase the amount of affordable tenure homes and the affordability of homes to address the needs of local people and to ensure that everyone has access to high quality housing, regardless of income.</p>

	To provide everyone with the opportunity to live in a decent home		✓✓	The policy encourages the delivery of homes to increase housing supply within the borough. In the long-term, through the provision of more homes, including affordable homes, increased supply should improve the affordability of homes. The increased provision of affordable homes is encouraged through AAP4's fast track route for planning applications which trigger the affordable housing requirement.
			✓✓	Many economic factors can impact upon housing price, which is an indicator of housing affordability. However, supply of more homes across London (in line with the draft London Plan housing target) in the long term will encourage the improved affordability of homes in the borough.
			✓✓	By identifying development capacity for residential development, housing delivery is supported and accelerated. By increasing certainty around infrastructure requirements, housing growth should be sustained including affordable housing.
			✓✓	The increased delivery of housing and affordable housing should enable people in the borough who may have previously not have had a permanent home to be able to afford a home, and will enable families to remain residing in the same household or area if they choose to do so, which will have positive impacts for health and social cohesion.
I1AO 16	To promote sustainable transport and minimise the need to travel by car	✓	✓	In response to the Climate Emergency, the action area takes a people centred approach to movement with a particular focus on reducing the impact of carbon emissions from vehicles. Traffic movements will be reduced with the creation of safe and accessible walking and cycling routes, which become the first choice for moving around the area. New development on this site will create a walkable neighbourhood that is car free, provides cycle storage and enjoys the proximity to the new tube stations of the Bakerloo line extension.
I1AO 17	To provide the necessary infrastructure to support existing and future development	✓✓	✓✓	The site should accommodate community uses. These could include nurseries, day centres, schools, art galleries, gymnasiums, cinemas and training centres. These are all important facilities for community and cultural uses within the borough to support existing and future development.
			✓✓	The efficient delivery of quality development in the area will accelerate Community Infrastructure Levy (CIL) payments and other financial contributions toward the cost of Bakerloo Line Extension. This is planned alongside the thorough phasing plan for new development on this site to ensure the growth and regeneration of the area is well supported by the essential travel infrastructure.

OKR12: Former Southern Railway Stables (NSP65)

Site requirements

Redevelopment of the site must:

- Retain the existing commercial floorspace and reuse for employment purposes; and
- Provide new public open space.

Redevelopment of the site should:

- Provide new homes).

Redevelopment of the site may:

- Provide community uses.

IIA Objective	Description	Averaged Grading	Sub grading	Commentary
IIAO 1	To tackle poverty and encourage wealth creation	✓✓	✓✓	The site will provide opportunities for jobs within construction, offices and community facilities. The increase in the number of local jobs will tackle poverty by decreasing the employment rate and providing a stable income to a greater number of people, and will subsequently encourage wealth creation within the local community.
			✓✓	Aligning with the policies in the plan, at least 10% affordable workspace at discount market rents will be provided over 30 years by new development of over 500 sqm GIA (gross) of employment floorspace. This is part of the bow tie employment strategy, which works to prioritise industrial, distribution, warehousing and creative makerspaces in the area and ensure the residents are trained and ready to access the new job opportunities.
IIAO 2	To improve the education and skill of the population	✓✓	✓✓	The provision of new office uses will allow staff to gain new skills whilst working in these establishments.
			✓✓	Aligning with the policies in the plan, major developments on this site area will be required to provide specific programmes for mentorship, training or jobs for young people. As such, it will support the young generations to build up skills for employability and benefit from social regeneration.
			✓✓	Aligning with the policies in the plan, many new jobs and training opportunities will be generated as the provision is required for planning applications during the construction phase and in completed developments.
IIAO 3	To improve the health of the population	✓✓	✓✓	New residential provision on site will help meet the housing needs and address the overcrowding issue, which is one of the key determinants of health.
			✓✓	The sub area aims to connect communities by requiring development on this site to improve the environment for people walking and cycling, strengthening the network of parks and improve the links between parks, the new tube station and other local facilities such as a new sports hall, primary schools and shops on the Peckham Park Road. The positive environment will help to encourage behavioural changes for active travel and social interaction and as a result reduce health inequalities.
IIAO 4	To reduce the incidence of crime and the fear of crime	✓✓	✓✓	Improved permeability through the delivery of excellent design, in accordance with the 'design out crime principles', will encourage street level activities, which in turn provide natural surveillance to reduce the perception of crime and incidence of crime. In keeping with this design principle, provision of a new open space for people to sit and gather will also provide natural surveillance within the area. Moreover, the activation of frontages will open up spaces to promote social interaction and the feeling of public safety.
			✓✓	Providing new homes will result in more people in the local area, the increased presence and activity will result in greater natural surveillance within the locality which should reduce incidences and the fear of crime within the area.
IIAO 5	To promote social inclusion, equality, diversity and community cohesion	✓✓	✓✓	The proposal will provide new community uses which should help encourage more community interaction with different groups within the local area providing more awareness of the diverse groups living within the area and encouraging community cohesion.

		✓✓	✓✓	The delivery of more homes, consisting of a mix of different sizes and tenures will bring more people to the area from a range of different backgrounds, this will create more opportunities for greater diversity within the area and encourage more community cohesion
IIAO 6	To reduce contributions to climate change	✓✓	✓	Carbon offset fund will be collected in the area from development where it is not feasible to achieve zero carbon emission on site. The planning contributions, paid as the shortfall in on site carbon saving, will be spent on offsetting measures to reduce carbon emission in the existing buildings across the area. As a result, this will help to achieve carbon reduction.
			✓✓	Being a net zero carbon Area Action Plan, all new development will achieve net zero carbon by meeting the highest on site performance including the highest environmental building standards and net zero electricity and heating systems, banning gas boilers as the permanent heating solutions. They will also be required to connect to or enable future connection to a district heat network, which provides a supply of low carbon heat to homes, businesses and public buildings. The current district heat network for Old Kent Road is SELCHP.
			✓✓	It creates an opportunity to take a holistic approach to enhancing environment and networks for cycling and walking through the area-wide master planning to encourage active travel modes as an alternative to the usage of private car, which in turn significantly reduces contributions to climate change.
IIAO 7	To improve the air quality	✓✓	✓✓	In short term, air quality may be negatively impacted due to construction, where mitigation measures will be implemented. In long term, excellent design delivered through new developments within buildings and space in between will provide green infrastructure and encourage active travel modes including walking and cycling, which will in turn reduce the usage and emission of private cars (through phased plans for reducing parking provision and construction and transport management). It The design for green infrastructure will also effectively absorb greenhouse gases and reduce the concentration of air pollutants. It will significantly contribute to improving air quality and health of the communities.
			✓✓	The typologies in the masterplan promote mixed-use development including innovative solutions for mixing industrial development with new homes. Recognising that servicing is considered carefully to enable commercial premises to function without conflict with residential development, the plan sets out consolidation of servicing to enable more efficient movement of vehicles and reduce the pressure on the road network and improve air quality. It aims to maintain good air quality whilst ensuring efficient transport service is in place to support the vibrancy of businesses.
IIAO 8	To avoid waste and maximise, reuse or recycle waste arising as a resource	✓	-	Substantial demolition and intensification of development will create new waste demands to be managed. In order to effectively manage waste and reduce waste going to landfill, new development is required to provide adequate management of waste from construction and intensified development in accordance with the waste management hierarchy. The sub area consists of an integrated waste management facility for the development within the opportunity area.
			✓✓	The development on this site will connect to SELCHP district heat network that turns waste into energy and converts the excess heat to heat that can be used in heating buildings. This is considered to be a renewable source of heat, a process to more sustainably manage waste through combustion, to reduce the amount of waste going to landfill.
IIAO 9	To encourage sustainable use of water resources	✓	✓	It could place additional pressures on the water network but development comes with the potential for water-recycling and sustainable water measures when development is in operation. The masterplan for the sub area and policies for new development on this site ensure proper water management is in place, including communal sustainable urban drainage systems (SuDS), to reduce water use, improve water quality, reuse rainwater and contain rainwater discharge.
IIAO 10	To maintain and enhance the quality of land and soils	✓	✓	New development will come forward on brownfield sites, providing opportunities to remediate contaminated land and utilise urban greening through the choice of the appropriate types and design of trees planting. As such, it helps to improve the soil quality with the creation of new green public space.
IIAO 11	To protect and enhance quality of landscape and townscape	✓	✓	A masterplan has been created for the sub area with respect to the history of the area, its existing character and townscape and strategic viewing considerations at a granular level. Informed by the masterplan, requirements for each site allocation within the sub area are carefully designed in terms of design guidance, heritage reservation and building height guidance. For example, a new public space will form part of this site allocation and will help soften and enhance the landscape.
IIAO 12	To conserve and enhance the historic environment and cultural assets	✓	✓	The masterplan also takes into consideration for the sub area the history of the area, cultural assets and community heritage at a granular level. It informs both the site allocation requirements and the strategic planning for the whole sub area to enhance the historic environment and cultural assets.
			✓	The unlisted former Southern Railway Stables, horse hospital and the forge are identified as buildings of architectural and historic interest and are subject to an Article 4 Direction. The stables, the horse hospital and the forge should be retained or repurposed for employment uses. The site is in proximity to the Grade II listed Eveline Lowe School.
			✓	Tier 1 APA designation. The site is located in APA1- North Southwark and Roman Roads. Development will be respectful to the designations of listed buildings and areas of archaeological significance and designed in a way which seeks to enhance the setting of historical assets where relevant.

IIAO 13	To protect and enhance open spaces, green corridors and biodiversity	✓✓	✓✓	As part of the Greener Belt Strategy, the sub area provides a strategic planning for new parks, new pedestrian and cycle links providing safe walking routes and green corridors between schools and local community facilities. In addition, development on the site allocations will be required to provide open and green spaces including play facilities and greenery, providing a tranquil environment and comfortable places to sit and socialise or rest. For example, the site allocation must provide new public open space.
IIAO 14	To reduce vulnerability to flooding	✓	✓	<p>The sequential test confirms that the site (SFRA Level 2 - Analysis 15) will have a “more vulnerable’ use (mixed use including residential, employment, and community uses) in Flood Zone 3 and therefore requires an additional exception test, which would be satisfied by the first criteria that the development proves to provide wider sustainability benefits to the community that outweigh flood risk. The site development will bring sustainability benefits as follows:</p> <ul style="list-style-type: none"> - The redevelopment will provide new homes and create job opportunities during construction to tackle poverty - The site will enable skills to be developed by workers who are employed to carry out the construction - The policy encourages the delivery of homes to increase housing supply within the borough. In the long-term, through the provision of more homes, including affordable homes, increased supply should improve the affordability of homes. The increased provision of affordable homes is encouraged through AAP4’s fast track route for planning applications which trigger the affordable housing requirement. A lot of economic factors can impact upon housing price, which is an indicator of housing affordability. However, supply of more homes across London (in line with the draft London Plan housing target) in the long term will encourage the improved affordability of homes in the borough. - New residential provision will address the housing shortage, overcrowding and affordability issues, which are among the key determinants of public health - The proposal will provide new community uses which should help encourage more community interaction with different groups within the local area providing more awareness of the diverse groups living within the area and encouraging community cohesion. - Improved frontages and green links will encourage walkability and cycling, which will bring positive health effects by encouraging active travel modes - The site is required to develop in a sensitive manner to the listed buildings, the open space and heritage assets, and reflect existing building heights, so as to respect the local character, heritage and townscape - The site should accommodate community uses. These could include nurseries, day centres, schools, art galleries, gymnasiums, cinemas and training centres. These are all important facilities for community and cultural uses within the borough to support existing and future development. <p>To meet the second requirement that the development is safe for its lifetime, recommendations are set out in the report including site specific emergency evacuation procedures, flood resilient construction techniques and SuDS. A site-specific FRA is also required for any development proposals to demonstrate that the development will be safe for its lifetime taking account of the vulnerability of its users, without increasing flood risk elsewhere, and, where possible, reducing flood risk overall. No basement dwellings should be permitted in this area (Flood Zone 3). A Basement Impact Assessment will be separately required for any development proposals incorporating new or extended basement areas.</p> <p>As such, the exception test is satisfied whereby flood risk to people and property will be managed satisfactorily, when allowing necessary development on this site to occur.</p>
IIAO 15	To provide everyone with the opportunity to live in a decent home	✓✓	✓✓	The policy will help to increase the amount of affordable tenure homes and the affordability of homes to address the needs of local people and to ensure that everyone has access to high quality housing, regardless of income.
			✓✓	The policy encourages the delivery of homes to increase housing supply within the borough. In the long-term, through the provision of more homes, including affordable homes, increased supply should improve the affordability of homes. The increased provision of affordable homes is encouraged through AAP4’s fast track route for planning applications which trigger the affordable housing requirement.
			✓✓	Many economic factors can impact upon housing price, which is an indicator of housing affordability. However, supply of more homes across London (in line with the draft London Plan housing target) in the long term will encourage the improved affordability of homes in the borough.
			✓✓	By identifying development capacity for residential development, housing delivery is supported and accelerated. By increasing certainty around infrastructure requirements, housing growth should be sustained including affordable housing.
			✓✓	The increased delivery of housing and affordable housing should enable people in the borough who may have previously not have had a permanent home to be able to afford a home, and will enable families to remain residing in the same household or area if they choose to do so, which will have positive impacts for health and social cohesion.

IIAO 16	To promote sustainable transport and minimise the need to travel by car	✓	✓	In response to the Climate Emergency, the action area takes a people centred approach to movement with a particular focus on reducing the impact of carbon emissions from vehicles. Traffic movements will be reduced with the creation of safe and accessible walking and cycling routes, which become the first choice for moving around the area. New development on this site will create a walkable neighbourhood that is car free, provides cycle storage and enjoys the proximity to the new tube stations of the Bakerloo line extension.
IIAO 17	To provide the necessary infrastructure to support existing and future development	✓✓	✓✓	The site should accommodate community uses. These could include nurseries, day centres, schools, art galleries, gymnasiums, cinemas and training centres. These are all important facilities for community and cultural uses within the borough to support existing and future development.
			✓✓	The efficient delivery of quality development in the area will accelerate Community Infrastructure Levy (CIL) payments and other financial contributions toward enhancement to infrastructure capacity and the cost of Bakerloo Line Extension. This is planned alongside the thorough phasing plan for new development on this site to ensure the growth and regeneration of the area is well supported by the essential travel infrastructure.

Detailed integrated impact assessment for:

Sub Area 3: Sandgate Street, Verney Road and Old Kent Road (South)

Including

OKR 13 – Sandgate Street and Verney Road (NSP65)

OKR 14 – 634 – 636 Old Kent Road (NSP70)

OKR 15 – 684 – 698 Old Kent Road (Kwik Fit Garage) (NSP69)

	Sub Area 3				OKR13/ NSP68	OKR14/ NSP73	OKR15/ NSP72
	Area wide	S	M	L			
IIAO 1	✓✓	✓	✓✓	✓✓	✓✓	✓✓	✓✓
IIAO 2	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓
IIAO 3	✓✓	✓	✓✓	✓✓	✓✓	✓✓	✓✓
IIAO 4	✓	-	✓	✓	✓✓	✓✓	✓✓
IIAO 5	✓✓	-	✓✓	✓✓	✓✓	✓✓	✓✓
IIAO 6	✓✓	✓✓	✓✓	✓✓	✓	✓✓	✓
IIAO 7	✓✓	-	✓✓	✓✓	✓✓	✓✓	✓
IIAO 8	✓	✓	✓	✓	✓	✓	✓
IIAO 9	✓	✓	✓	✓	✓	✓	✓
IIAO 10	✓	✓	✓	✓	✓	✓	✓
IIAO 11	✓	✓	✓	✓	✓	✓	✓
IIAO 12	✓	-	✓	✓	✓✓	✓	✓
IIAO 13	✓	-	✓	✓	✓✓	✓	✓
IIAO 14	✓	-	✓	✓	✓	✓	✓
IIAO 15	✓✓	-	✓✓	✓✓	✓✓	✓✓	✓✓
IIAO 16	✓✓	-	✓✓	✓✓	✓✓	✓✓	✓✓
IIAO 17	✓✓	✓	✓✓	✓✓	✓✓	✓✓	✓✓
Avg.	79%	32%	79%	79%	82%	79%	74%

Sub Area 3: Sandgate Street, Verney Road and Old Kent Road (South)

Sub Area 3: Sandgate Street, Verney Road and Old Kent Road (South)						
IIA Objective	Description	Area-wide	Timescale			Commentary
			Short term	Medium term	Long term	
IIAO 1	To tackle poverty and encourage wealth creation	✓✓	✓	✓✓	✓✓	The area-wide redevelopment will revitalise the neighbourhood with an improved living environment that will encourage inward investment and boost local economy such as retail uses serving the local community. For example, OKR13 (Sandgate Street and Verney Road), current home to existing 59 businesses and 1,449 jobs, will be redeveloped into a mixed-use scheme which see 2,666 new jobs and 5,300 new homes, along with three parks, one sports hall, and a potential option for one school.
		✓✓	✓	✓✓	✓✓	The growing population under the intensification and revitalisation of the existing industrial and residential area will produce economic synergy by creating new job opportunities for local residents and providing enterprise opportunities in the business area.
		✓✓	✓	✓✓	✓✓	Aligning with the policies in the plan, at least 10% affordable workspace at discount market rents will be provided over 30 years by new development of over 500 sqm GIA (gross) of employment floorspace. This is part of the bow tie employment strategy, which works to prioritise industrial, distribution, warehousing and creative makerspaces in the area and ensure the residents are trained and ready to access the new job opportunities.
	Average Scoring	✓✓	✓	✓✓	✓✓	
IIAO 2	To improve the education and skill of the population	✓✓	✓	✓	✓✓	The sub area 3 will see a potential option for a new school as part of the site allocation requirement for OKR 13 alongside the expansion of existing schools to provide high quality education opportunities for the new generations in the area.
		✓✓	✓✓	✓✓	✓✓	Aligning with the policies in the plan, major developments in the sub area will be required to provide specific programmes for mentorship, training or jobs for young people. As such, it will support the young generations to build up skills for employability and benefit from social regeneration.
		✓✓	✓✓	✓✓	✓✓	Aligning with the policies in the plan, many new jobs and training opportunities will be generated in the sub area as the provision is required for planning applications during the construction phase and in completed developments.
	Average Scoring	✓✓	✓✓	✓✓	✓✓	
IIAO 3	To improve the health of the population	✓✓	✓	✓✓	✓✓	The area vision looks to deliver excellent design that expresses timeless quality and variety within buildings and public spaces in between, contributing to the sense of

						different districts and to the health and well-being of communities across the development area.
		✓✓	✓	✓✓	✓✓	The sub area aims to connect communities by requiring development to improve the environment for people walking and cycling, strengthening the network of parks and improve the links between parks, a tube station, workplaces and other local facilities such as a new sports hall, primary schools and shops on Old Kent Road. The positive environment will help to encourage behavioural changes for active travel and social interaction and as a result reduce health inequalities.
	Average Scoring	✓✓	✓	✓✓	✓✓	
IIAO 4	To reduce the incidence of crime and the fear of crime	✓	-	✓	✓	Improved permeability through the delivery of excellent design, in accordance with the 'design out crime principles', will encourage street level activities, which in turn provide natural surveillance to reduce the perception of crime and incidence of crime.
IIAO 5	To promote social inclusion, equality, diversity and community cohesion	✓✓	-	✓✓	✓✓	Aligning with the policies in the plan, it will deliver mixed communities on different income levels and social backgrounds with the tenure-blind approach and at least 35% affordable housing with preference to social rented housing.
		✓✓	-	✓✓	✓✓	Recognising the potential of regeneration with new residents whilst protecting existing communities, the redevelopment will offer a range of housing tenures and sizes, phased over a number of years, to attract and facilitate existing residents to stay and benefit from the improved connections, facilities and communities.
		✓✓	-	✓✓	✓✓	A wide range of community infrastructure will be provided to serve the area, including schools, new parks, sports facilities and new civic spaces such as Gasholder Park and Caroline Gardens to promote social interaction, participation and cohesion among residents on different backgrounds.
		✓✓	✓✓	✓✓	✓✓	To ensure planning works to benefit all from regeneration, a Social Regeneration Charter is drawn up for the area which sets out detailed aims for reducing social, economic and health inequalities and explains how the council will monitor the progress towards achieving a number of promises which the council has made to the community.
	Average Scoring	✓✓	-	✓✓	✓✓	
IIAO 6	To reduce contributions to climate change	✓	✓	✓	✓	Carbon offset fund will be collected in the area from development where it is not feasible to achieve zero carbon emission on site. The planning contributions, paid as the shortfall in on site carbon saving, will be spent on offsetting measures to reduce carbon emission in the existing buildings across the area. As a result, this will help to achieve carbon reduction.
		✓✓	✓✓	✓✓	✓✓	Being a net zero carbon Area Action Plan, all new development will achieve net zero carbon by meeting the highest on site performance including the highest environmental building standards and net zero electricity and heating systems, banning gas boilers as the permanent heating solutions. They will also be required to connect to or enable future connection to a district heat network, which provides a

					supply of low carbon heat to homes, businesses and public buildings. The current district heat network for Old Kent Road is SELCHP.	
		✓✓	✓	✓✓	✓✓	It creates an opportunity to take a holistic approach to enhancing environment and networks for cycling and walking through the area-wide master planning to encourage active travel modes as an alternative to the usage of private car, which in turn significantly reduces contributions to climate change.
	Average Scoring	✓✓	✓✓	✓✓	✓✓	
IIAO 7	To improve the air quality	✓✓	-	✓✓	✓✓	In short term, air quality may be negatively impacted due to construction, where mitigation measures will be implemented. In long term, excellent design delivered through new developments within buildings and space in between will provide green infrastructure and encourage active travel modes including walking and cycling, which will in turn reduce the usage and emission of private cars (through phased plans for reducing parking provision and construction and transport management). It The design for green infrastructure will also effectively absorb greenhouse gases and reduce the concentration of air pollutants. It will significantly contribute to improving air quality and health of the communities.
		✓✓	-	✓✓	✓✓	The typologies in the masterplan promote mixed-use development including innovative solutions for mixing industrial development with new homes. Recognising that servicing is considered carefully to enable commercial premises to function without conflict with residential development, the plan sets out consolidation of servicing to enable more efficient movement of vehicles and reduce the pressure on the road network and improve air quality. It aims to maintain good air quality whilst ensuring efficient transport service is in place to support the vibrancy of businesses.
	Average Scoring	✓✓	-	✓✓	✓✓	
IIAO 8	To avoid waste and maximise, reuse or recycle waste arising as a resource	-	-	-	-	Substantial demolition and intensification of development will create new waste demands to be managed. In order to effectively manage waste and reduce waste going to landfill, new development is required to provide adequate management of waste from construction and intensified development in accordance with the waste management hierarchy. For new development in the sub area services will be provided by the Old Kent Road integrated waste management facility including materials recovery and mechanical biological treatment.
		✓✓	✓✓	✓✓	✓✓	The development in the sub area will connect to SELCHP district heat network that turns waste into energy and converts the excess heat to heat that can be used in heating buildings. This is considered to be a renewable source of heat, a process to more sustainably manage waste through combustion, to reduce the amount of waste going to landfill.
	Average Scoring	✓	✓	✓	✓	

IIAO 9	To encourage sustainable use of water resources	✓	✓	✓	✓	It could place additional pressures on the water network but development comes with the potential for water-recycling and sustainable water measures when development is in operation. The masterplan for the sub area and policies for new development in the area ensure proper water management is in place, including communal sustainable urban drainage systems (SuDS), to reduce water use, improve water quality, reuse rainwater and contain rainwater discharge.
IIAO 10	To maintain and enhance the quality of land and soils	✓	✓	✓	✓	New development will come forward on brownfield sites, providing opportunities to remediate contaminated land and utilise urban greening through the choice of the appropriate types and design of trees planting. As such, it helps to improve the soil quality with the creation of new green public space.
IIAO 11	To protect and enhance quality of landscape and townscape	✓	✓	✓	✓	A masterplan has been created for the sub area with respect to the history of the area, its existing character and townscape and strategic viewing considerations at a granular level. Informed by the masterplan, requirements for each site allocation within the sub area are carefully designed in terms of design guidance, heritage reservation and building height guidance. For example, the masterplan sets out the tallest 'Tier One' buildings should be located close to Old Kent Road, around the point where the Surrey Canal Park crosses the road and in conjunction with the Ruby Triangle open space proposed towards the centre of the site. Whereas, building heights should reduce immediately adjacent to the Canal Grove cottages in order to respect their more domestic scale.
IIAO 12	To conserve and enhance the historic environment and cultural assets	✓	-	✓	✓	The masterplan also takes into consideration for the sub area the history of the area, cultural assets and community heritage at a granular level, including the listed large gasholder, the Canal Grove Cottages and the cobblestone paving as a feature of local townscape merit. It informs both the site allocation requirements and the strategic planning for the whole sub area to enhance the historic environment and cultural assets.
IIAO 13	To protect and enhance open spaces, green corridors and biodiversity	✓	-	✓	✓	As part of the Greener Belt Strategy, the sub area provides a strategic planning for new parks, new pedestrian and cycle links providing safe walking routes and green corridors between schools and local community facilities. In addition, development on the site allocations will be required to provide open and green spaces including play facilities and greenery, providing a tranquil environment and comfortable places to sit and socialise or rest.
IIAO 14	To reduce vulnerability to flooding	✓	-	✓	✓	<p>Developing at higher densities could free up more space for landscape enhancements and flood mitigation measures as part of new and improved open spaces and public realm. Meanwhile, the plan requires flood risk to be reduced through implementing onsite sustainable urban drainage measures.</p> <p>Strategic flood risk assessment Level 2 has been prepared to assess the site allocations within the sub area. It provides evidence to ensure the proposed land uses are compatible with the relevant flood zone (i.e. passed the sequential test) and the sites having 'a more vulnerable use' have satisfied the exception test whereby flood risk to people and property will be managed satisfactorily, when allowing necessary development on this site to occur.</p>

						Moreover, a detailed site-specific SFRA will be required for development on each site allocation to ensure flood risks will be properly mitigated and minimise flood risk to the wider area through measures on site as mentioned above.
IIAO 15	To provide everyone with the opportunity to live in a decent home	✓✓	-	✓✓	✓✓	It delivers homes and a wider urban environment suitable for residents at all stages in their lives, encouraging people to live and work locally. This will include excellent cycling provision, safe secure streets with good building frontages and a choice of homes including a range of different sized homes, generous space standards and provision of specialist housing.
		✓✓	-	✓✓	✓✓	Aiming to deliver regeneration that works for all, the redevelopment will provide a range of housing tenures and sizes to attract both new and existing residents, phased over a number of years to facilitate existing residents to move in to benefit the improved connections, facilities and communities. A Community Review Panel is also set up to help the council better understand the needs of the local community. This panel will comment on plans for development in the area, giving independent advice on planning and discussing important issues including housing, transport, public and green spaces, and the environment
	Average Scoring	✓✓	-	✓✓	✓✓	
IIAO 16	To promote sustainable transport and minimise the need to travel by car	✓✓	-	✓✓	✓✓	In response to the Climate Emergency, the action area takes a people centred approach to movement with a particular focus on reducing the impact of carbon emissions from vehicles. Traffic movements will be reduced with the creation of safe and accessible walking and cycling routes, which become the first choice for moving around the area. New walkable neighbourhoods will benefit from the new parks and spaces in the greener belt, new developments that will be car free and the proximity to the new tube stations of the Bakerloo line extension. The transition to less polluting and low carbon vehicles, such as electric vehicles, will be supported especially for commercial vehicles, which are using the street the most. As such, the sub area will provide the required infrastructure to support the transition to net zero carbon with the reliable source of fuel or electricity for the convenient and security of business operation.
IIAO 17	To provide the necessary infrastructure to support existing and future development	✓✓	✓	✓✓	✓✓	The efficient delivery of quality development in the area will accelerate Community Infrastructure Levy (CIL) payments and other financial contributions toward the cost of Bakerloo Line Extension. This is planned alongside the thorough phasing plan for new development in the area to ensure the growth and regeneration of the area is well supported by the essential travel infrastructure. In addition, a wide range of infrastructure, serving economic, social and environmental purposes will be delivered to increase the capacity in supporting the existing and new residents and fostering cohesive and well-connected communities.

OKR13: Sandgate Street and Verney Road (NSP68)

Site requirements

Redevelopment of the site must:

- Provide new homes; and
- Provide the same amount of retail floorspace currently on the site and activate the Old Kent Road high street frontage; and
- Provide community uses; and
- Provide an option for a potential for new school; and
- Provide a sports hall; and
- Explore the potential for a new health hub on Verney Way; and
- Provide the same amount of employment floorspace currently on the site and provide a range of employment spaces which is consistent with the building and land use types shown in Figure SA3.3; and
- Provide public open space including the Surrey Canal Linear Park, gasholder park and new pocket park at the Ruby Triangle and on the KFC site.

Relevant planning applications

16/AP/5235 (Built)

Varcoe Service Station, 1 Varcoe Road. Demolition of existing building and development comprising a part six, part 7 and part eight storey building to accommodate 57 new affordable residential units (Use Class C3) and provision of flexible employment / retail space on ground floor (Use Class B1, A1-A3).

18/AP/0897 (Approved)

Ruby Triangle. full planning permission is sought for demolition of existing buildings and structures on the site, and redevelopment consisting of three buildings at maximum heights of 17 storeys (including mezzanine) (+64.735m AOD), 48 Storeys (+170.830m AOD) and 40 storeys (including mezzanine) (+144.750m AOD), plus single storey basement under part of the site. Development would provide 1,152 residential dwellings (Class C3), retail, business and community spaces (Classes A1, A2, A3, A4, B1(a),(b),(c) and D1), public sports hall and gym (Class D2), public and private open space, formation of new accesses and alterations to existing accesses, energy centre, associated car and cycle parking and other associated works.

17/AP/4508 (Approved subject to S106)

6-12 Verney Road. Redevelopment of the site for a mixed use development comprising three buildings (Building 1: basement, ground, ground mezzanine plus 17 storeys (AOD 66.975m); Building 2: basement, ground, ground mezzanine plus 22 storeys (AOD 81.975m); Building 3: basement, ground, ground mezzanine plus 16 storeys (AOD 62.675m) to accommodate 338 residential unit, 5,234 Sqm GEA of commercial floor space (Class B1(c)), associated cycle and car parking, servicing, refuse and recycling, landscaping including contribution towards the new Surrey Canal linear park, and private and communal residential amenity space and children's playspace.

18/AP/0196 (Approved subject to S106)

Ruby Street, Murdoch Street and 685-695 Old Kent Road. Demolition of existing buildings and erection of and construction of a part 3, part 7, part 22 storey building (76.6m from ground level), with roof level amenity space, comprising 111 dwellings, 1,151 sqm (GIA) of D1 floorspace for a church with ancillary communal facilities, 2,173 sqm (GIA) of workspace (B1 (a/b/c) Use Class) and 87 sqm (GIA) of A1/A2/B1 floorspace, with associated landscaping, car and cycle parking, servicing and refuse and recycling facilities.

18/AP/2895 (Under construction)

Varcoe Road

Demolition of existing buildings and erection of a new mixed use development comprising a part 7, part 9 storey (maximum height above ground of 29.99m) building of 288sqm commercial floor space (Use Class B1) and 74 residential dwellings (Use Class C3) with associated bin stores, cycle stores, plant rooms and hard and soft landscaping.

19/AP/1710 (Approved subject to S106)

Carpet Right Site, 651 – 657 Old Kent Road

Full planning permission is sought for the demolition of existing buildings on the site and the comprehensive mixed-use redevelopment of the site comprising of two buildings of 10-storeys plus mezzanine (up to 38.900m AOD) and 19-storeys plus mezzanine (up to 71.500m AOD), comprising 262 residential units (Use Class C3 use), 2,736sqm GEA of flexible retail and commercial floorspace (Class A1/A2/A3/A4/B1 uses) at ground and mezzanine level, new public park, private and communal amenity space, associated car and cycle parking, access and servicing arrangements, plant and other associated works.

IIA Objective	Description	Averaged Grading	Sub grading	Commentary
IIAO 1	To tackle poverty and encourage wealth creation	✓✓	✓✓	The site will provide opportunities for jobs within construction, offices, retail, community facilities and the newly provided educational facilities. The increase in the number of local jobs will tackle poverty by decreasing the employment rate and providing a stable income to a greater number of people, and will subsequently encourage wealth creation within the local community.
			✓✓	Aligning with the policies in the plan, at least 10% affordable workspace at discount market rents will be provided over 30 years by new development of over 500 sqm GIA (gross) of employment floorspace. This is part of the bow tie employment strategy, which works to prioritise industrial, distribution, warehousing and creative makerspaces in the area and ensure the residents are trained and ready to access the new job opportunities.
IIAO 2	To improve the education and skill of the population	✓✓	✓✓	The provision of new employment, retail and community uses will allow staff to gain new skills whilst working in these establishments.
			✓✓	Aligning with the policies in the plan, major developments on this site will be required to provide specific programmes for mentorship, training or jobs for young people. As such, it will support the young generations to build up skills for employability and benefit from social regeneration.
			✓✓	Aligning with the policies in the plan, many new jobs and training opportunities will be generated as the provision is required for planning applications during the construction phase and in completed developments.
IIAO 3	To improve the health of the population	✓✓	✓✓	New residential provision on site will help meet the housing needs and address the overcrowding issue, which is one of the key determinants of health.
			✓✓	The sub area aims to connect communities by requiring development on this site to improve the environment for people walking and cycling, strengthening the network of parks and improve the links between parks, a tube station, workplaces and other local facilities such as a new sports hall, primary schools and shops on Old Kent Road. The positive environment will help to encourage behavioural changes for active travel and social interaction and as a result reduce health inequalities. For example, the provision of new open space will enable opportunities for play and open-air sports facilities, enabling exercise which supports good physical and mental health. The provision of green spaces would improve the long term health and wellbeing of the population.
IIAO 4	To reduce the incidence of crime and the fear of crime	✓✓	✓✓	Improved permeability through the delivery of excellent design, in accordance with the 'design out crime principles', will encourage street level activities, which in turn provide natural surveillance to reduce the perception of crime and incidence of crime. In keeping with this principle, provision of a new open space for people to sit and gather will also provide natural surveillance within the area. Moreover, the activation of frontages will open up spaces to promote social interaction and the feeling of public safety.
			✓✓	Providing new homes will result in more people in the local area, the increased presence and activity will result in greater natural surveillance within the locality which should reduce incidences and the fear of crime within the area.
IIAO 5	To promote social inclusion, equality, diversity and community cohesion	✓✓	✓✓	The application at the Ruby Triangle (18/AP/0892) will provide a gym and new public hall, and the application at the site (Land Bounded By Ruby Street Murdock Street) will provide floor space for a church. These community uses will help encourage more community interaction with different groups within the local area providing more awareness of the diverse groups living within the area and encouraging community cohesion.
			✓✓	The delivery of more homes, consisting of a mix of different sizes and tenures will bring more people to the area from a range of different backgrounds, this will create more opportunities for greater diversity within the area and encourage more community cohesion
			✓✓	The site should accommodate community uses. These could include nurseries, day centres, schools, art galleries, gymnasiums, cinemas and training centres. These are all important facilities for community and cultural uses within the borough to support existing and future development.
IIAO 6	To reduce contributions to climate change	✓	✓	Carbon offset fund will be collected in the area from development where it is not feasible to achieve zero carbon emission on site. The planning contributions, paid as the shortfall in on site carbon saving, will be spent on offsetting measures to reduce carbon emission in the existing buildings across the area. As a result, this will help to achieve carbon reduction.

			✓✓	Being a net zero carbon Area Action Plan, all new development will achieve net zero carbon by meeting the highest on site performance including the highest environmental building standards and net zero electricity and heating systems, banning gas boilers as the permanent heating solutions. They will also be required to connect to or enable future connection to a district heat network, which provides a supply of low carbon heat to homes, businesses and public buildings. The current district heat network for Old Kent Road is SELCHP.
			✓✓	It creates an opportunity to take a holistic approach to enhancing environment and networks for cycling and walking through the site allocation requirements to encourage active travel modes as an alternative to the usage of private car, which in turn significantly reduces contributions to climate change.
IIAO 7	To improve the air quality	✓✓	✓✓	In short term, air quality may be negatively impacted due to construction, where mitigation measures will be implemented. In long term, excellent design delivered through new developments within buildings and space in between will provide green infrastructure and encourage active travel modes including walking and cycling, which will in turn reduce the usage and emission of private cars (through phased plans for reducing parking provision and construction and transport management). It The design for green infrastructure will also effectively absorb greenhouse gases and reduce the concentration of air pollutants. It will significantly contribute to improving air quality and health of the communities.
			✓✓	The typologies in the masterplan promote mixed-use development including innovative solutions for mixing industrial development with new homes. Recognising that servicing is considered carefully to enable commercial premises to function without conflict with residential development, the plan sets out consolidation of servicing to enable more efficient movement of vehicles and reduce the pressure on the road network and improve air quality. It aims to maintain good air quality whilst ensuring efficient transport service is in place to support the vibrancy of businesses.
IIAO 8	To avoid waste and maximise, reuse or recycle waste arising as a resource	✓	-	Substantial demolition and intensification of development will create new waste demands to be managed. In order to effectively manage waste and reduce waste going to landfill, new development is required to provide adequate management of waste from construction and intensified development in accordance with the waste management hierarchy. For new development on this site services will be provided by the Old Kent Road integrated waste management facility including materials recovery and mechanical biological treatment.
			✓✓	The development in the sub area will connect to SELCHP district heat network that turns waste into energy and converts the excess heat to heat that can be used in heating buildings. This is considered to be a renewable source of heat, a process to more sustainably manage waste through combustion, to reduce the amount of waste going to landfill.
IIAO 9	To encourage sustainable use of water resources	✓	✓	It could place additional pressures on the water network but development comes with the potential for water-recycling and sustainable water measures when development is in operation. The masterplan for the sub area and policies for new development in the area ensure proper water management is in place, including communal sustainable urban drainage systems (SuDS), to reduce water use, improve water quality, reuse rainwater and contain rainwater discharge.
IIAO 10	To maintain and enhance the quality of land and soils	✓	✓	New development will come forward on brownfield sites, providing opportunities to remediate contaminated land and utilise urban greening through the choice of the appropriate types and design of trees planting. As such, it helps to improve the soil quality with the creation of new green public space.
IIAO 11	To protect and enhance quality of landscape and townscape	✓	✓	A masterplan has been created for the sub area with respect to the history of the area, its existing character and townscape and strategic viewing considerations at a granular level. Informed by the masterplan, requirements for each site allocation within the sub area are carefully designed in terms of design guidance, heritage reservation and building height guidance. For example, a new public space will form part of this site allocation and will help soften and enhance the landscape.
IIAO 12	To conserve and enhance the historic environment and cultural assets	✓✓	✓✓	The masterplan also takes into consideration for the sub area the history of the area, cultural assets and community heritage at a granular level. It informs both the site allocation requirements and the strategic planning for the whole sub area to enhance the historic environment and cultural assets.
			✓✓	The site includes Grade II listed buildings Canal Grove Cottages and the Grade II listed Gasholder no.13 from the former gasworks. The site contains buildings and features of townscape merit.
			✓✓	Tier 1 APA designation. The site is located in APA1- North Southwark and Roman Roads. Development will be respectful to the designations of conservation areas, listed buildings, areas of archaeological significance and protected views and designed in a way which seeks to enhance the setting of historical assets where relevant.
IIAO 13	To protect and enhance open spaces, green corridors and biodiversity	✓✓	✓✓	As part of the Greener Belt Strategy, the sub area provides a strategic planning for new parks, new pedestrian and cycle links providing safe walking routes and green corridors between schools and local community facilities. In addition, development on the site allocations will be required to provide open and green spaces including play facilities and greenery, providing a tranquil environment and comfortable places to sit and socialise or rest. The site allocation must provide new public open space. This will help to enhance biodiversity and ecological resilience.
IIAO 14	To reduce vulnerability to flooding	✓	✓	The sequential test confirms that the site (SFRA Level 2 - Analysis 17) will have a "more vulnerable" use (mixed use including residential, town centre, employment, open space and community uses) in Flood Zone 3 and therefore requires an additional exception test, which would be satisfied by the first criteria that the development proves to provide wider sustainability benefits to the community that outweigh flood risk. The site development will bring sustainability benefits as follows:

				<ul style="list-style-type: none"> - The redevelopment will provide new homes and create job opportunities during construction to tackle poverty - The provision of new employment , retail and community uses will allow staff to gain new skills whilst working in these - A lot of economic factors can impact upon housing price, which is an indicator of housing affordability. However, supply of more homes across London (in line with the draft London Plan housing target) in the long term will encourage the improved affordability of homes in the borough. By identifying development capacity for residential development housing delivery is supported and accelerated. By increasing certainty around infrastructure requirements housing growth should be sustained including affordable housing. It will help increase the amount of affordable tenure homes and the affordability of homes to address the needs of local people. - New residential provision will address the housing shortage, overcrowding and affordability issues, which are among the key determinants of public health - Improved frontages and green links will encourage walkability and cycling, which will bring positive health effects by encouraging active travel modes - The creation of new green links will combat severance between communities and encourage community interaction - Priority in walking and cycling in the design requirement of the site will promote active travel modes and reduce the incentive of driving, thus improving air quality and contributing to reduction in greenhouse emissions - The site is required to develop in a sensitive manner to the listed buildings, the open space and heritage assets, and reflect existing building heights, so as to respect the local character, heritage and townscape - Activation of frontages will open up spaces to promote social interaction and the feeling of public safety. - The site should accommodate community uses. These could include nurseries, day centres, schools, art galleries, gymnasiums, cinemas and training centres. These are all important facilities for community and cultural uses within the borough to support existing and future development. <p>To meet the second requirement that the development is safe for its lifetime, recommendations are set out in the report including site specific emergency evacuation procedures, flood resilient construction techniques and SuDS. No basement dwellings should be permitted in this area (Flood Zone 3).</p> <p>Applications 16/AP/5235, 18/AP/0897, 17/AP/4508 and 18/AP/0196, 18/AP/2895 and 19/AP/1710 are relevant to this site allocation, as planning permission has been granted. All approved applications on site have provided a site specific flood risk assessment and drainage strategy which demonstrates that the development will be safe for its lifetime taking account of the vulnerability of its users, without increasing flood risk elsewhere, and, where possible, reducing flood risk overall. The recommendations proposed by the FRA and drainage strategy have been accepted by the Environment Agency and Flood and Drainage Team.</p> <p>As such, the exception test is satisfied whereby flood risk to people and property will be managed satisfactorily, when allowing necessary development on this site to occur.</p>
IIAO 15	To provide everyone with the opportunity to live in a decent home	✓✓	✓✓	The policy will help to increase the amount of affordable tenure homes and the affordability of homes to address the needs of local people and to ensure that everyone has access to high quality housing, regardless of income.
			✓✓	The policy encourages the delivery of homes to increase housing supply within the borough. In the long-term, through the provision of more homes, including affordable homes, increased supply should improve the affordability of homes. The increased provision of affordable homes is encouraged through AAP4's fast track route for planning applications which trigger the affordable housing requirement.
			✓✓	Many economic factors can impact upon housing price, which is an indicator of housing affordability. However, supply of more homes across London (in line with the draft London Plan housing target) in the long term will encourage the improved affordability of homes in the borough.
			✓✓	By identifying development capacity for residential development, housing delivery is supported and accelerated. By increasing certainty around infrastructure requirements, housing growth should be sustained including affordable housing.
			✓✓	The increased delivery of housing and affordable housing should enable people in the borough who may have previously not have had a permanent home to be able to afford a home, and will enable families to remain residing in the same household or area if they choose to do so, which will have positive impacts for health and social cohesion.
IIAO 16	To promote sustainable transport and minimise the need to travel by car	✓✓	✓✓	In response to the Climate Emergency, the action area takes a people centred approach to movement with a particular focus on reducing the impact of carbon emissions from vehicles. Traffic movements will be reduced with the creation of safe and accessible walking and cycling routes, which become the first choice for moving around the area. New development on this site will create a walkable neighbourhood that is car free, provides cycle storage and enjoy the proximity to the new tube stations of the Bakerloo line extension.
IIAO 17	To provide the necessary infrastructure to support existing and future development	✓✓	✓✓	The site will provide a new gym, church and community hall. These are all important facilities for community uses within the borough to support existing and future development.
			✓✓	The efficient delivery of quality development in the area will accelerate Community Infrastructure Levy (CIL) payments and other financial contributions toward enhancement to infrastructure capacity and the cost of Bakerloo Line Extension. This is planned alongside the thorough

				phasing plan for new development in the area to ensure the growth and regeneration of the area is well supported by the essential travel infrastructure.
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OKR14: 636 Old Kent Road (NSP73)

Site requirements

Redevelopment of the site must:

- Provide new homes; and
- Provide retail space.

Redevelopment of the site may:

- Provide community uses.

Relevant planning applications

17/AP/1646 (Under construction)

634-636 Old Kent Road. Demolition of the existing buildings to facilitate the redevelopment of the site to create 42x residential units and 272 sq m (GIA) of flexible commercial floorspace (Class A1/A2/A3/B1) in a new building of between three and six storeys in height, together with disabled car parking, cycle parking, landscaping, plant, and associated works.

IIA Objective	Description	Averaged Grading	Sub grading	Commentary
IIAO 1	To tackle poverty and encourage wealth creation	✓✓	✓✓	The site will provide opportunities for jobs within construction, retail and community facilities. The increase in the number of local jobs will tackle poverty and encourage wealth creation within the local community.
			✓✓	Aligning with the policies in the plan, at least 10% affordable workspace at discount market rents will be provided over 30 years by new development of over 500 sqm GIA (gross) of employment floorspace. This is part of the bow tie employment strategy, which works to prioritise industrial, distribution, warehousing and creative makerspaces in the area and ensure the residents are trained and ready to access the new job opportunities.
IIAO 2	To improve the education and skill of the population	✓✓	✓✓	The provision of new employment and retail use will allow staff to gain new skills whilst working in these establishments.
			✓✓	Aligning with the policies in the plan, major developments on this site will be required to provide specific programmes for mentorship, training or jobs for young people. As such, it will support the young generations to build up skills for employability and benefit from social regeneration.
			✓✓	Aligning with the policies in the plan, many new jobs and training opportunities will be generated as the provision is required for planning applications during the construction phase and in completed developments.
IIAO 3	To improve the health of the population	✓✓	✓✓	New residential provision on site will help meet the housing needs and address the overcrowding issue, which is one of the key determinants of health.
			✓✓	The sub area aims to connect communities by requiring development on this site to improve the environment for people walking and cycling, strengthening the network of parks and improve the links between parks, a tube station, workplaces and other local facilities such as a new sports hall, primary schools and shops on Old Kent Road. The positive environment will help to encourage behavioural changes for active travel and social interaction and as a result reduce health inequalities.
IIAO 4	To reduce the incidence of crime and the fear of crime	✓✓	✓✓	Improved permeability through the delivery of excellent design, in accordance with the 'design out crime principles', will encourage street level activities, which in turn provide natural surveillance to reduce the perception of crime and incidence of crime. In keeping with this design principle, the retention or provision of active frontages will open up spaces to promote social interaction and the feeling of public safety.
			✓✓	Providing new homes will result in more people in the local area, the increased presence and activity will result in greater natural surveillance within the locality which should reduce incidences and the fear of crime within the area.

IIAO 5	To promote social inclusion, equality, diversity and community cohesion	✓✓	✓✓	The site will provide opportunities for the local community to sit and gather through A3 uses such as restaurants, which will increase opportunities for the community interaction.
			✓✓	The delivery of more homes, consisting of a mix of different sizes and tenures will bring more people to the area from a range of different backgrounds, this will create more opportunities for greater diversity within the area and encourage more community cohesion
IIAO 6	To reduce contributions to climate change	✓✓	✓	Carbon offset fund will be collected in the area from development where it is not feasible to achieve zero carbon emission on site. The planning contributions, paid as the shortfall in on site carbon saving, will be spent on offsetting measures to reduce carbon emission in the existing buildings across the area. As a result, this will help to achieve carbon reduction.
			✓✓	Being a net zero carbon Area Action Plan, all new development will achieve net zero carbon by meeting the highest on site performance including the highest environmental building standards and net zero electricity and heating systems, banning gas boilers as the permanent heating solutions. They will also be required to connect to or enable future connection to a district heat network, which provides a supply of low carbon heat to homes, businesses and public buildings. The current district heat network for Old Kent Road is SELCHP.
			✓✓	It creates an opportunity to take a holistic approach to enhancing environment and networks for cycling and walking through the site allocation requirements to encourage active travel modes as an alternative to the usage of private car, which in turn significantly reduces contributions to climate change.
IIAO 7	To improve the air quality	✓✓	✓✓	In short term, air quality may be negatively impacted due to construction, where mitigation measures will be implemented. In long term, excellent design delivered through new developments within buildings and space in between will provide green infrastructure and encourage active travel modes including walking and cycling, which will in turn reduce the usage and emission of private cars (through phased plans for reducing parking provision and construction and transport management). It The design for green infrastructure will also effectively absorb greenhouse gases and reduce the concentration of air pollutants. It will significantly contribute to improving air quality and health of the communities.
			✓✓	The typologies in the masterplan promote mixed-use development including innovative solutions for mixing industrial development with new homes. Recognising that servicing is considered carefully to enable commercial premises to function without conflict with residential development, the plan sets out consolidation of servicing to enable more efficient movement of vehicles and reduce the pressure on the road network and improve air quality. It aims to maintain good air quality whilst ensuring efficient transport service is in place to support the vibrancy of businesses.
IIAO 8	To avoid waste and maximise, reuse or recycle waste arising as a resource	✓	-	Substantial demolition and intensification of development will create new waste demands to be managed. In order to effectively manage waste and reduce waste going to landfill, new development is required to provide adequate management of waste from construction and intensified development in accordance with the waste management hierarchy. For new development on this site services will be provided by the Old Kent Road integrated waste management facility including materials recovery and mechanical biological treatment.
			✓✓	The development in the sub area will connect to SELCHP district heat network that turns waste into energy and converts the excess heat to heat that can be used in heating buildings. This is considered to be a renewable source of heat, a process to more sustainably manage waste through combustion, to reduce the amount of waste going to landfill.
IIAO 9	To encourage sustainable use of water resources	✓	✓	It could place additional pressures on the water network but development comes with the potential for water-recycling and sustainable water measures when development is in operation. The masterplan for the sub area and policies for new development in the area ensure proper water management is in place, including communal sustainable urban drainage systems (SuDS), to reduce water use, improve water quality, reuse rainwater and contain rainwater discharge.
IIAO 10	To maintain and enhance the quality of land and soils	✓	✓	New development will come forward on brownfield sites, providing opportunities to remediate contaminated land and utilise urban greening through the choice of the appropriate types and design of trees planting. As such, it helps to improve the soil quality with the creation of new green public space.
IIAO 11	To protect and enhance quality of landscape and townscape	✓	✓	A masterplan has been created for the sub area with respect to the history of the area, its existing character and townscape and strategic viewing considerations at a granular level. Informed by the masterplan, requirements for each site allocation within the sub area are carefully designed in terms of design guidance, heritage reservation and building height guidance.
IIAO 12	To conserve and enhance the historic environment and cultural assets	✓	✓	The masterplan also takes into consideration for the sub area the history of the area, cultural assets and community heritage at a granular level. It informs both the site allocation requirements and the strategic planning for the whole sub area to enhance the historic environment and cultural assets.
				Tier 1 APA designation. The site is located in APA1- North Southwark and Roman Roads. Development will be respectful to the designations of conservation areas, listed buildings, areas of archaeological significance and protected views and designed in a way which seeks to enhance the setting of historical assets where relevant.

IIAO 13	To protect and enhance open spaces, green corridors and biodiversity	✓	✓	As part of the Greener Belt Strategy, the sub area provides a strategic planning for new parks, new pedestrian and cycle links providing safe walking routes and green corridors between schools and local community facilities. In addition, development on the site allocations will be required to provide open and green spaces including play facilities and greenery, providing a tranquil environment and comfortable places to sit and socialise or rest.
IIAO 14	To reduce vulnerability to flooding	✓	✓	<p>The sequential test confirms that the site (SFRA Level 2 - Analysis 15) will have a “more vulnerable” use (mixed use including residential, town centre, employment and community uses) in Flood Zone 3 and therefore requires an additional exception test, which would be satisfied by the first criteria that the development proves to provide wider sustainability benefits to the community that outweigh flood risk. The site development will bring sustainability benefits as follows:</p> <ul style="list-style-type: none"> - The redevelopment will provide new homes and create job opportunities during construction to tackle poverty - The provision of new employment , retail and community uses will allow staff to gain new skills whilst working in these - The policy encourages the delivery of homes to increase housing supply within the borough. In the long-term, through the provision of more homes, including affordable homes, increased supply should improve the affordability of homes. The increased provision of affordable homes is encouraged through AAP4’s fast track route for planning applications which trigger the affordable housing requirement. A lot of economic factors can impact upon housing price, which is an indicator of housing affordability. However, supply of more homes across London (in line with the draft London Plan housing target) in the long term will encourage the improved affordability of homes in the borough. - New residential provision will address the housing shortage, overcrowding and affordability issues, which are among the key determinants of public health - Activation of frontages will open up spaces to promote social interaction and the feeling of public safety. - The site is required to develop in a sensitive manner to the listed buildings, the open space and heritage assets, and reflect existing building heights, so as to respect the local character, heritage and townscape <p>To meet the second requirement that the development is safe for its lifetime, recommendations are set out in the report including site specific emergency evacuation procedures, flood resilient construction techniques and SuDS. No basement dwellings should be permitted in this area (Flood Zone 3).</p> <p>Application 17/AP/1646 is relevant to this site allocation, as planning permission has been granted subject to S106 legal agreement. A Flood Risk Assessment was submitted with the application and considered in the decision making process.</p> <p>The FRA noted that the ground floor has a number of more vulnerable uses including sleeping accommodation, kitchen, living-dining, stores and bathrooms. There is also a water tank room, communal area and wheelchair parking, post and meter room at ground level. The FRA states that the proposed ground floor FFL for the proposed development will be +3.43mAOD which is the highest level achievable on site whilst maintaining safe access to the site from the adjacent public Highway. This FFL is circa 0.23m above the 2065 modelled flood for an extreme inundation event. It is 0.3m below the 2100 modelled level. To compensate for this considerations for flood resistant construction and safe access and egress are mentioned.</p> <p>The FRA makes consideration for the following mitigation measures that should be adhered to:</p> <ul style="list-style-type: none"> - Flood resilience: the proposed development provides the opportunity to protect inhabitants by adopting flood resilience measures that take into account predicted effects of climate change - Flood warning: there is a recommendation to notify residents and encourage them to sign up to the EA flood warning systems to provide them with advanced notice in the unlikely case of a flood event. <p>As such, the exception test is satisfied whereby flood risk to people and property will be managed satisfactorily, when allowing necessary development on this site to occur.</p>
IIAO 15	To provide everyone with the opportunity to live in a decent home	✓✓	✓✓	<p>The policy will help to increase the amount of affordable tenure homes and the affordability of homes to address the needs of local people and to ensure that everyone has access to high quality housing, regardless of income.</p> <p>The policy encourages the delivery of homes to increase housing supply within the borough. In the long-term, through the provision of more homes, including affordable homes, increased supply should improve the affordability of homes. The increased provision of affordable homes is encouraged through Policy AAP14’s fast track route for planning applications which trigger the affordable housing requirement.</p> <p>Many economic factors can impact upon housing price, which is an indicator of housing affordability. However, supply of more homes across London (in line with the draft London Plan housing target) in the long term will encourage the improved affordability of homes in the borough.</p> <p>By identifying development capacity for residential development, housing delivery is supported and accelerated. By increasing certainty around infrastructure requirements, housing growth should be sustained including affordable housing.</p>

			✓✓	The increased delivery of housing and affordable housing should enable people in the borough who may have previously not have had a permanent home to be able to afford a home, and will enable families to remain residing in the same household or area if they choose to do so, which will have positive impacts for health and social cohesion.
IIAO 16	To promote sustainable transport and minimise the need to travel by car	✓✓	✓✓	In response to the Climate Emergency, the action area takes a people centred approach to movement with a particular focus on reducing the impact of carbon emissions from vehicles. Traffic movements will be reduced with the creation of safe and accessible walking and cycling routes, which become the first choice for moving around the area. New development on this site will create a walkable neighbourhood that is car free, provides cycle storage and enjoy the proximity to the new tube stations of the Bakerloo line extension.
IIAO 17	To provide the necessary infrastructure to support existing and future development	✓✓	✓✓	The efficient delivery of quality development in the area will accelerate Community Infrastructure Levy (CIL) payments and other financial contributions toward enhancement to infrastructure capacity and the cost of Bakerloo Line Extension. This is planned alongside the thorough phasing plan for new development in the area to ensure the growth and regeneration of the area is well supported by the essential travel infrastructure.

OKR15: 684-698 Old Kent Road (Kwikfit garage) (NSP72)

Site requirements

Redevelopment of the site must:

- Provide new homes; and
- Provide retail space.

Redevelopment of the site may:

- Provide community uses.

IIA Objective	Description	Averaged Grading	Sub grading	Commentary
IIAO 1	To tackle poverty and encourage wealth creation	✓✓	✓✓	The site will provide opportunities for jobs within construction, offices, retail and community facilities. The increase in the number of local jobs will tackle poverty by decreasing the employment rate and providing a stable income to a greater number of people, and will subsequently encourage wealth creation within the local community.
			✓✓	Aligning with the policies in the plan, at least 10% affordable workspace at discount market rents will be provided over 30 years by new development of over 500 sqm GIA (gross) of employment floorspace. This is part of the bow tie employment strategy, which works to prioritise industrial, distribution, warehousing and creative makerspaces in the area and ensure the residents are trained and ready to access the new job opportunities.
IIAO 2	To improve the education and skill of the population	✓✓	✓✓	The provision of new employment, retail and community uses will allow staff to gain new skills whilst working in these establishments.
			✓✓	Aligning with the policies in the plan, major developments on this site will be required to provide specific programmes for mentorship, training or jobs for young people. As such, it will support the young generations to build up skills for employability and benefit from social regeneration.
			✓✓	Aligning with the policies in the plan, many new jobs and training opportunities will be generated as the provision is required for planning applications during the construction phase and in completed developments.
IIAO 3	To improve the health of the population	✓✓	✓✓	New residential provision on site will help meet the housing needs and address the overcrowding issue, which is one of the key determinants of health.
			✓✓	The sub area aims to connect communities by requiring development on this site to improve the environment for people walking and cycling, strengthening the network of parks and improve the links between parks, a tube station, workplaces and other local facilities such as a new sports hall, primary schools and shops on Old Kent Road. The positive environment will help to encourage behavioural changes for active travel and social interaction and as a result reduce health inequalities.
IIAO 4	To reduce the incidence of crime and the fear of crime	✓✓	✓✓	The retention or provision of active frontages will open up spaces to promote social interaction and the feeling of public safety.
			✓✓	Providing new homes will result in more people in the local area, the increased presence and activity will result in greater natural surveillance within the locality which should reduce incidences and the fear of crime within the area.
IIAO 5	To promote social inclusion, equality, diversity and community cohesion	✓✓	✓✓	New community uses on site could provide entertainment and arts facilities to the community at large which can help to encourage more community interaction.
			✓✓	The site could seek to improve areas in which people can meet, in formal and informal settings, such as outdoor public spaces, restaurants, cafes, and community halls.

			✓✓	The delivery of more homes, consisting of a mix of different sizes and tenures will bring more people to the area from a range of different backgrounds, this will create more opportunities for greater diversity within the area and encourage more community cohesion
IIAO 6	To reduce contributions to climate change	✓	✓	Carbon offset fund will be collected in the area from development where it is not feasible to achieve zero carbon emission on site. The planning contributions, paid as the shortfall in on site carbon saving, will be spent on offsetting measures to reduce carbon emission in the existing buildings across the area. As a result, this will help to achieve carbon reduction.
			✓✓	Being a net zero carbon Area Action Plan, all new development will achieve net zero carbon by meeting the highest on site performance including the highest environmental building standards and net zero electricity and heating systems, banning gas boilers as the permanent heating solutions. They will also be required to connect to or enable future connection to a district heat network, which provides a supply of low carbon heat to homes, businesses and public buildings. The current district heat network for Old Kent Road is SELCHP.
			✓✓	It creates an opportunity to take a holistic approach to enhancing environment and networks for cycling and walking through the site allocation requirements to encourage active travel modes as an alternative to the usage of private car, which in turn significantly reduces contributions to climate change.
IIAO 7	To improve the air quality	✓	✓✓	In short term, air quality may be negatively impacted due to construction, where mitigation measures will be implemented. In long term, excellent design delivered through new developments within buildings and space in between will provide green infrastructure and encourage active travel modes including walking and cycling, which will in turn reduce the usage and emission of private cars (through phased plans for reducing parking provision and construction and transport management). It The design for green infrastructure will also effectively absorb greenhouse gases and reduce the concentration of air pollutants. It will significantly contribute to improving air quality and health of the communities.
IIAO 8	To avoid waste and maximise, reuse or recycle waste arising as a resource	✓	-	Substantial demolition and intensification of development will create new waste demands to be managed. In order to effectively manage waste and reduce waste going to landfill, new development is required to provide adequate management of waste from construction and intensified development in accordance with the waste management hierarchy. For new development on this site services will be provided by the Old Kent Road integrated waste management facility including materials recovery and mechanical biological treatment.
			✓✓	The development in the sub area will connect to SELCHP district heat network that turns waste into energy and converts the excess heat to heat that can be used in heating buildings. This is considered to be a renewable source of heat, a process to more sustainably manage waste through combustion, to reduce the amount of waste going to landfill.
IIAO 9	To encourage sustainable use of water resources	✓	✓	It could place additional pressures on the water network but development comes with the potential for water-recycling and sustainable water measures when development is in operation. The masterplan for the sub area and policies for new development in the area ensure proper water management is in place, including communal sustainable urban drainage systems (SuDS), to reduce water use, improve water quality, reuse rainwater and contain rainwater discharge.
IIAO 10	To maintain and enhance the quality of land and soils	✓	✓	New development will come forward on brownfield sites, providing opportunities to remediate contaminated land and utilise urban greening through the choice of the appropriate types and design of trees planting. As such, it helps to improve the soil quality with the creation of new green public space.
IIAO 11	To protect and enhance quality of landscape and townscape	✓	✓	A masterplan has been created for the sub area with respect to the history of the area, its existing character and townscape and strategic viewing considerations at a granular level. Informed by the masterplan, requirements for each site allocation within the sub area are carefully designed in terms of design guidance, heritage reservation and building height guidance.
IIAO 12	To conserve and enhance the historic environment and cultural assets	✓	✓	The masterplan also takes into consideration for the sub area the history of the area, cultural assets and community heritage at a granular level. It informs both the site allocation requirements and the strategic planning for the whole sub area to enhance the historic environment and cultural assets The site is adjacent to the Grade II listed Camberwell Public Library and Livesey Museum. 1 APA designation. The site is located in APA1- North Southwark and Roman Roads. Development will be respectful to the designations of conservation areas, listed buildings, areas of archaeological significance and protected views and designed in a way which seeks to enhance the setting of historical assets where relevant.
IIAO 13	To protect and enhance open spaces, green corridors and biodiversity	✓	✓	As part of the Greener Belt Strategy, the sub area provides a strategic planning for new parks, new pedestrian and cycle links providing safe walking routes and green corridors between schools and local community facilities. In addition, development on the site allocations will be required to provide open and green spaces including play facilities and greenery, providing a tranquil environment and comfortable places to sit and socialise or rest.

IIAO 14	To reduce vulnerability to flooding	✓	✓	<p>The sequential test confirms that the site (SFRA Level 2 - Analysis 17) will have a “more vulnerable’ use (mixed use including residential, town centre, employment and community uses) in Flood Zone 3 and therefore requires an additional exception test, which would be satisfied by the first criteria that the development proves to provide wider sustainability benefits to the community that outweigh flood risk. The site development will bring sustainability benefits as follows:</p> <ul style="list-style-type: none"> - The redevelopment will provide new homes and create job opportunities during construction to tackle poverty - The provision of new employment , retail and community uses will allow staff to gain new skills whilst working in these - The policy encourages the delivery of homes to increase housing supply within the borough. In the long-term, through the provision of more homes, including affordable homes, increased supply should improve the affordability of homes._The increased provision of affordable homes is encouraged through AAP4’s fast track route for planning applications which trigger the affordable housing requirement. A lot of economic factors can impact upon housing price, which is an indicator of housing affordability. However, supply of more homes across London (in line with the draft London Plan housing target) in the long term will encourage the improved affordability of homes in the borough. - New residential provision will address the housing shortage, overcrowding and affordability issues, which are among the key determinants of public health - New community uses on site which will provide entertainment and arts facilities to the community at large which can help to encourage more community interaction. - Activation of frontages will open up spaces to promote social interaction and the feeling of public safety. - The site is required to develop in a sensitive manner to the listed buildings, the open space and heritage assets, and reflect existing building heights, so as to respect the local character, heritage and townscape - The site should accommodate community uses. These could include nurseries, day centres, schools, art galleries, gymnasiums, cinemas and training centres. These are all important facilities for community and cultural uses within the borough to support existing and future development. <p>To meet the second requirement that the development is safe for its lifetime, recommendations are set out in the report including site specific emergency evacuation procedures, flood resilient construction techniques and SuDS. No basement dwellings should be permitted in this area (Flood Zone 3).</p> <p>A site-specific FRA is also required for any development proposals to demonstrate that the development will be safe for its lifetime taking account of the vulnerability of its users, without increasing flood risk elsewhere, and, where possible, reducing flood risk overall. A Basement Impact Assessment will be separately required for any development proposals incorporating new or extended basement areas.</p> <p>As such, the exception test is satisfied whereby flood risk to people and property will be managed satisfactorily, when allowing necessary development on this site to occur.</p>
IIAO 15	To provide everyone with the opportunity to live in a decent home	✓✓	✓✓	<p>The policy will help to increase the amount of affordable tenure homes and the affordability of homes to address the needs of local people and to ensure that everyone has access to high quality housing, regardless of income.</p> <p>The policy encourages the delivery of homes to increase housing supply within the borough. In the long-term, through the provision of more homes, including affordable homes, increased supply should improve the affordability of homes._The increased provision of affordable homes is encouraged through AAP4’s fast track route for planning applications which trigger the affordable housing requirement</p> <p>Many economic factors can impact upon housing price, which is an indicator of housing affordability. However, supply of more homes across London (in line with the draft London Plan housing target) in the long term will encourage the improved affordability of homes in the borough.</p> <p>By identifying development capacity for residential development, housing delivery is supported and accelerated. By increasing certainty around infrastructure requirements, housing growth should be sustained including affordable housing.</p> <p>The increased delivery of housing and affordable housing should enable people in the borough who may have previously not have had a permanent home to be able to afford a home, and will enable families to remain residing in the same household or area if they choose to do so, which will have positive impacts for health and social cohesion.</p>
IIAO 16	To promote sustainable transport and minimise the need to travel by car	✓✓	✓✓	<p>In response to the Climate Emergency, the action area takes a people centred approach to movement with a particular focus on reducing the impact of carbon emissions from vehicles. Traffic movements will be reduced with the creation of safe and accessible walking and cycling routes, which become the first choice for moving around the area. New development on this site will create a walkable neighbourhood that is car free, provides cycle storage and enjoy the proximity to the new tube stations of the Bakerloo line extension.</p>
IIAO 17		✓✓	✓✓	<p>The site should accommodate community uses. These could include nurseries, day centres, schools, art galleries, gymnasiums, cinemas and training centres. These are all important facilities for community and cultural uses within the borough to support existing and future development.</p>

	To provide the necessary infrastructure to support existing and future development		✓✓	The efficient delivery of quality development in the area will accelerate Community Infrastructure Levy (CIL) payments and other financial contributions toward enhancement to infrastructure capacity and the cost of Bakerloo Line Extension. This is planned alongside the thorough phasing plan for new development in the area to ensure the growth and regeneration of the area is well supported by the essential travel infrastructure.
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Detailed integrated impact assessment for:

Sub Area 4: Hatcham, Ilderton and Old Kent Road (South)

Including:

- OKR 16 – Hatcham Road and Ilderton Road (NSP67)
- OKR 17 – South of Old Kent Road (760, 812 and 840 Old Kent Road, Toys'R'Us and Aldi Stores) (NSP68)
- OKR 18 - Devon Street and Sylvan Grove (NSP66)

IIAO	Sub Area 4			OKR 16 (NSP70)	OKR 17 (NSP71)	OKR 18 (NSP69)	
	Area wide	S	M				L
IIAO 1	✓✓	✓	✓✓	✓✓	✓✓	✓✓	
IIAO 2	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	
IIAO 3	✓✓	✓	✓✓	✓✓	✓✓	✓✓	
IIAO 4	✓	-	✓	✓✓	✓✓	✓✓	
IIAO 5	✓✓	-	✓✓	✓✓	✓✓	✓✓	
IIAO 6	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	
IIAO 7	✓✓	-	✓✓	✓✓	✓✓	✓	
IIAO 8	✓	✓	✓	✓	✓	✓	
IIAO 9	✓	✓	✓	✓	-	✓	
IIAO 10	✓	✓	✓	✓	-	✓	
IIAO 11	✓	✓	✓	✓	✓	✓✓	
IIAO 12	✓	-	✓	✓	✓	✓	
IIAO 13	✓	-	✓	✓✓	✓	✓✓	
IIAO 14	✓	-	✓	✓	✓	✓	
IIAO 15	✓✓	-	✓✓	✓✓	✓✓	✓✓	
IIAO 16	✓✓	-	✓✓	✓✓	✓	✓	
IIAO 17	✓✓	✓	✓✓	✓✓	✓✓	✓✓	
Avg.	79%	32%	79%	79%	94%	71%	85%

Sub Area 4: Hatcham, Ilderton and Old Kent Road (South)

Sub Area 4: Hatcham, Ilderton and Old Kent Road (South)						
IIA Objective	Description	Area-wide	Timescale			Commentary
			Short term	Medium term	Long term	
IIAO 1	To tackle poverty and encourage wealth creation	✓✓	✓	✓✓	✓✓	The area-wide redevelopment will revitalise the neighbourhood with an improved living environment that will encourage inward investment and boost local economy such as retail uses serving the local community. For example, OKR16 (Hatcham Road and Ilderton Road), current home to existing 84 businesses and 859 jobs, will be redeveloped into a mixed-use scheme which see 2,200 new jobs and 2,746 new homes, along with two parks.
		✓✓	✓	✓✓	✓✓	The growing population under the intensification and revitalisation of the existing industrial and residential area will produce economic synergy by creating new job opportunities for local residents and providing enterprise opportunities in the business area.
		✓✓	✓	✓✓	✓✓	Aligning with the policies in the plan, at least 10% affordable workspace at discount market rents will be provided over 30 years by new development of over 500 sqm GIA (gross) of employment floorspace. This is part of the bow tie employment strategy, which works to prioritise industrial, distribution, warehousing and creative makerspaces in the area and ensure the residents are trained and ready to access the new job opportunities.
	Average Scoring	✓✓	✓	✓✓	✓✓	
IIAO 2	To improve the education and skill of the population	✓✓	✓	✓	✓✓	The sub area 4 will see the expansion of existing schools to provide high quality education opportunities for the new generations in the area.
		✓✓	✓✓	✓✓	✓✓	Aligning with the policies in the plan, major developments in the sub area will be required to provide specific programmes for mentorship, training or jobs for young people. As such, it will support the young generations to build up skills for employability and benefit from social regeneration.
		✓✓	✓✓	✓✓	✓✓	Aligning with the policies in the plan, many new jobs and training opportunities will be generated in the sub area as the provision is required for planning applications during the construction phase and in completed developments.
	Average Scoring	✓✓	✓✓	✓✓	✓✓	
IIAO 3	To improve the health of the population	✓✓	✓	✓✓	✓✓	The area vision looks to deliver excellent design that expresses timeless quality and variety within buildings and public spaces in between, contributing to the sense of different districts and to the health and well-being of communities across the development area.

		✓✓	✓	✓✓	✓✓	The sub area aims to connect communities by requiring development to improve the environment for people walking and cycling, strengthening the network of parks and improve the links between parks, a tube station, workplaces and other local facilities such as churches, schools and shops on Old Kent Road. The positive environment will help to encourage behavioural changes for active travel and social interaction and as a result reduce health inequalities.
	Average Scoring	✓✓	✓	✓✓	✓✓	
IIAO 4	To reduce the incidence of crime and the fear of crime	✓	-	✓	✓	Improved permeability through the delivery of excellent design, in accordance with the 'design out crime principles', will encourage street level activities, which in turn provide natural surveillance to reduce the perception of crime and incidence of crime.
IIAO 5	To promote social inclusion, equality, diversity and community cohesion	✓✓	-	✓✓	✓✓	Aligning with the policies in the plan, it will deliver mixed communities on different income levels and social backgrounds with the tenure-blind approach and at least 35% affordable housing with preference to social rented housing.
		✓✓	-	✓✓	✓✓	Recognising the potential of regeneration with new residents whilst protecting existing communities, the redevelopment will offer a range of housing tenures and sizes, phased over a number of years, to attract and facilitate existing residents to stay and benefit from the improved connections, facilities and communities.
		✓✓	-	✓✓	✓✓	A wide range of community infrastructure will be provided to serve the area, including schools, new parks, sports facilities and new civic spaces such as Pat Hickson Park to promote social interaction, participation and cohesion among residents on different backgrounds.
		✓✓	✓✓	✓✓	✓✓	To ensure planning works to benefit all from regeneration, a Social Regeneration Charter is drawn up for the area which sets out detailed aims for reducing social, economic and health inequalities and explains how the council will monitor the progress towards achieving a number of promises which the council has made to the community.
	Average Scoring	✓✓	-	✓✓	✓✓	
IIAO 6	To reduce contributions to climate change	✓	✓	✓	✓	Carbon offset fund will be collected in the area from development where it is not feasible to achieve zero carbon emission on site. The planning contributions, paid as the shortfall in on site carbon saving, will be spent on offsetting measures to reduce carbon emission in the existing buildings across the area. As a result, this will help to achieve carbon reduction.
		✓✓	✓✓	✓✓	✓✓	Being a net zero carbon Area Action Plan, all new development will achieve net zero carbon by meeting the highest on site performance including the highest environmental building standards and net zero electricity and heating systems, banning gas boilers as the permanent heating solutions. They will also be required to connect to or enable future connection to a district heat network, which provides a supply of low carbon heat to homes, businesses and public buildings. The current district heat network for Old Kent Road is SELCHP.

		✓✓	✓	✓✓	✓✓	It creates an opportunity to take a holistic approach to enhancing environment and networks for cycling and walking through the area-wide master planning to encourage active travel modes as an alternative to the usage of private car, which in turn significantly reduces contributions to climate change.
	Average Scoring	✓✓	✓✓	✓✓	✓✓	
IIAO 7	To improve the air quality	✓✓	-	✓✓	✓✓	In short term, air quality may be negatively impacted due to construction, where mitigation measures will be implemented. In long term, excellent design delivered through new developments within buildings and space in between will provide green infrastructure and encourage active travel modes including walking and cycling, which will in turn reduce the usage and emission of private cars (through phased plans for reducing parking provision and construction and transport management). It The design for green infrastructure will also effectively absorb greenhouse gases and reduce the concentration of air pollutants. It will significantly contribute to improving air quality and health of the communities.
		✓✓	-	✓✓	✓✓	The typologies in the masterplan promote mixed-use development including innovative solutions for mixing industrial development with new homes. Recognising that servicing is considered carefully to enable commercial premises to function without conflict with residential development, the plan sets out consolidation of servicing to enable more efficient movement of vehicles and reduce the pressure on the road network and improve air quality. It aims to maintain good air quality whilst ensuring efficient transport service is in place to support the vibrancy of businesses.
	Average Scoring	✓✓	-	✓✓	✓✓	
IIAO 8	To avoid waste and maximise, reuse or recycle waste arising as a resource	-	-	-	-	Substantial demolition and intensification of development will create new waste demands to be managed. In order to effectively manage waste and reduce waste going to landfill, new development is required to provide adequate management of waste from construction and intensified development in accordance with the waste management hierarchy. For new development in the sub area services will be provided by the Old Kent Road integrated waste management facility including materials recovery and mechanical biological treatment.
		✓✓	✓✓	✓✓	✓✓	The development in the sub area will connect to SELCHP district heat network that turns waste into energy and converts the excess heat to heat that can be used in heating buildings. This is considered to be a renewable source of heat, a process to more sustainably manage waste through combustion, to reduce the amount of waste going to landfill.
	Average Scoring	✓	✓	✓	✓	
IIAO 9	To encourage sustainable use of water resources	✓	✓	✓	✓	It could place additional pressures on the water network but development comes with the potential for water-recycling and sustainable water measures when development is in operation. The masterplan for the sub area and policies for new development in

						the area ensure proper water management is in place, including communal sustainable urban drainage systems (SuDS), to reduce water use, improve water quality, reuse rainwater and contain rainwater discharge.
IIAO 10	To maintain and enhance the quality of land and soils	✓	✓	✓	✓	New development will come forward on brownfield sites, providing opportunities to remediate contaminated land and utilise urban greening through the choice of the appropriate types and design of trees planting. As such, it helps to improve the soil quality with the creation of new green public space.
IIAO 11	To protect and enhance quality of landscape and townscape	✓	✓	✓	✓	A masterplan has been created for the sub area with respect to the history of the area, its existing character and townscape and strategic viewing considerations at a granular level. Informed by the masterplan, requirements for each site allocation within the sub area are carefully designed in terms of design guidance, heritage reservation and building height guidance. For example, the masterplan sets out the key elements of the building heights strategy for the site allocations and makes sure the new developments are respectful to the immediate context.
IIAO 12	To conserve and enhance the historic environment and cultural assets	✓	-	✓	✓	The masterplan also takes into consideration for the sub area the history of the area, cultural assets and community heritage at a granular level, including the Penarth Centre as a building of townscape merit and the Caroline Gardens conservation area. It informs both the site allocation requirements and the strategic planning for the whole sub area to enhance the historic environment and cultural assets.
IIAO 13	To protect and enhance open spaces, green corridors and biodiversity	✓	-	✓	✓	As part of the Greener Belt Strategy, the sub area provides a strategic planning for new parks, new pedestrian and cycle links providing safe walking routes and green corridors between schools and local community facilities. In addition, development on the site allocations will be required to provide open and green spaces including play facilities and greenery, providing a tranquil environment and comfortable places to sit and socialise or rest.
IIAO 14	To reduce vulnerability to flooding	✓	-	✓	✓	<p>Developing at higher densities could free up more space for landscape enhancements and flood mitigation measures as part of new and improved open spaces and public realm. Meanwhile, the plan requires flood risk to be reduced through implementing onsite sustainable urban drainage measures.</p> <p>Strategic flood risk assessment Level 2 has been prepared to assess the site allocations within the sub area. It provides evidence to ensure the proposed land uses are compatible with the relevant flood zone (i.e. passed the sequential test) and the sites having 'a more vulnerable use' have satisfied the exception test whereby flood risk to people and property will be managed satisfactorily, when allowing necessary development on this site to occur.</p> <p>Moreover, a detailed site-specific SFRA will be required for development on each site allocation to ensure flood risks will be properly mitigated and minimise flood risk to the wider area through measures on site as mentioned above.</p>
IIAO 15	To provide everyone with the opportunity to live in a decent home	✓✓	-	✓✓	✓✓	It delivers homes and a wider urban environment suitable for residents at all stages in their lives, encouraging people to live and work locally. This will include excellent cycling provision, safe secure streets with good building frontages and a choice of

						homes including a range of different sized homes, generous space standards and provision of specialist housing.
		✓✓	-	✓✓	✓✓	Aiming to deliver regeneration that works for all, the redevelopment will provide a range of housing tenures and sizes to attract both new and existing residents, phased over a number of years to facilitate existing residents to move in to benefit the improved connections, facilities and communities. A Community Review Panel is also set up to help the council better understand the needs of the local community. This panel will comment on plans for development in the area, giving independent advice on planning and discussing important issues including housing, transport, public and green spaces, and the environment
	Average Scoring	✓✓	-	✓✓	✓✓	
IIAO 16	To promote sustainable transport and minimise the need to travel by car	✓✓	-	✓✓	✓✓	In response to the Climate Emergency, the action area takes a people centred approach to movement with a particular focus on reducing the impact of carbon emissions from vehicles. Traffic movements will be reduced with the creation of safe and accessible walking and cycling routes, which become the first choice for moving around the area. New walkable neighbourhoods will benefit from the new parks and spaces in the greener belt, new developments that will be car free and the proximity to the new tube stations of the Bakerloo line extension. The transition to less polluting and low carbon vehicles, such as electric vehicles, will be supported especially for commercial vehicles, which are using the street the most. As such, the sub area will provide the required infrastructure to support the transition to net zero carbon with the reliable source of fuel or electricity for the convenient and security of business operation.
IIAO 17	To provide the necessary infrastructure to support existing and future development	✓✓	✓	✓✓	✓✓	The efficient delivery of quality development in the area will accelerate Community Infrastructure Levy (CIL) payments and other financial contributions toward enhancement to infrastructure capacity and the cost of Bakerloo Line Extension. This is planned alongside the thorough phasing plan for new development in the area to ensure the growth and regeneration of the area is well supported by the essential travel infrastructure. In addition, a wide range of infrastructure, serving economic, social and environmental purposes will be delivered to increase the capacity in supporting the existing and new residents and fostering cohesive and well-connected communities.

OKR16: Hatcham Road, Penarth Street and Ilderton Road (NSP70)

Site requirements

Redevelopment of the site must:

- Provide new homes; and
- Replace existing employment floorspace and provide a range of employment spaces which is consistent with the building land use types shown in Figure SA4.3; and
- Provide industrial uses; and
- Provide mixed use industrial and new homes typologies in the area designated as a Locally Significant Industrial Site; and
- Retain the land on the west side of Ormside Street and the Penarth Centre as Strategic Protected Industrial Land, suitable for employment uses and other sui generis transport related uses, such as car repairs. In addition, arts and cultural uses will be permitted in the Penarth Centre. Residential and other sensitive uses will not be permitted in SPIL; and
- Provide land for expansion of Ilderton Primary School
- Provide a new park with a commercial focus on Hatcham Road; and
- Enable new east to west walking and cycling links to the proposed Livesey Park; and
- Provide a new cut through pedestrian link from the north of Ilderton Road through the arch at South Bermondsey Station.

Redevelopment of the site may:

- Provide retail); and
- Provide community and education uses.

Relevant planning applications

16/AP/2436 (Built)

Atar House, 179 Ilderton Road. Redevelopment of existing site to provide 2 x business units, 9 x residential flats, cycle spaces, motorcycle parking, car parking, bin spaces and ancillary works.

18/AP/2497 (Approved subject to S106)

79-161 Ilderton Road. Redevelopment of 79 - 161 Ilderton Road to provide two separate buildings, a north building and a south building separated by a publicly accessible childrens playspace.

The erection of a north building to include a part 5, part 6, part 16 and part 28 storey development (93.350m AOD max).

The erection of a south building to include a part 3, part 5, part 8, part 13 storey development (49.275m AOD max). To deliver a total of 312 residential units, 448.6sqm GIA of retail floorspace (Use Class A1), 1,817.98sqm GIA of commercial floorspace (Use Class B1) and associated basement provision, disabled parking, cycle parking, childrens playspace, public realm improvements and landscaping.

16/AP/1092 (Under construction)

171-177 Ilderton Road. Erection of a new four storey building plus basement to provide 9 new residential homes (Use Class C3 - 2 x 1 bed, 4 x 2-bed, 3 x 3 bed) and two new ground floor commercial units providing a total of 338sqm commercial (B1) floor space, together with associated landscaping, amenity and playspace, car and cycle parking and plant space.

17/AP/3757 (Under construction)

62 Hatcham Road and 134-140 Ilderton Road. Full planning permission for mixed use redevelopment comprising: demolition of existing buildings and construction of a building ranging in height from four to nine storeys to provide 1,179 sqm (GIA) of commercial space (use class B1) at ground floor, 86 residential dwellings above (30 x 1 bed, 39 x 2 bed and 17 x 3 bed), with associated amenity areas, cycle and disabled car parking and refuse/recycling stores.

17/AP/4546 (Under construction)

180 Ilderton Road. Demolition of existing building and erection of a part 5, 8 and 9 storey plus basement mixed-use development (max height 29.98m) comprising 2,351 sqm (gia) of flexible workspace (Use Class B1) and 84 residential apartments (Use Class C3) with associated amenity space and ancillary infrastructure.

18/AP/1049 (Approved)

78-94 Ormside Street. Redevelopment of the site, involving the demolition of existing buildings and structures, to deliver a mixed use building of up to nine storeys (ten storeys including the mezzanine at entrance level) plus rooftop plant. The building will comprise 2058 square metres of new and replacement commercial floor space (Class B1) together with 56 residential units (Class C3) and will include the creation of a new basement, hard and soft landscaping, reconfigured servicing arrangements and other associated works.

17/AP/4649 (Approved subject to S106)

Iberia House, 2 Hatcham Road. Demolition of existing light industrial building and construction of a building ranging in height from 2 to 9 storeys comprising 915.5sqm of B1 commercial and employment space at ground and first floor levels and 33 residential flats over the second to eight floor levels, with 3 residential parking spaces accessed from Hatcham Road.

18/AP/2761 (Approved)

301-303 Ilderton Road. Demolition of existing buildings and construction of a 12 storey building (plus basement) comprising 46 residential dwellings (Class C3) and commercial floorspace (Class B1(c)), creation of a new vehicular access from Hornshay Street with landscaping (including a communal roof garden), cycle parking and associated ancillary development.

19/AP/1773 (Approved subject to S106)

Demolition of existing buildings and the erection of a part 2/3, 9 and 28 storey (up to 94.65m AOD) mixed-use development comprising 2,538 sqm of industrial floorspace (Use Classes B1c/B8) at ground and intermediate levels and an internal loading yard, and 254 residential apartments (C3); and other associated infrastructure.

IIA Objective	Description	Averaged Grading	Sub grading	Commentary
IIAO 1	To tackle poverty and encourage wealth creation	✓✓	✓✓	The site will provide opportunities for jobs within construction, office, retail and community facilities. The increase in the number of local jobs will tackle poverty by decreasing the employment rate and providing a stable income to a greater number of people, and will subsequently encourage wealth creation within the local community.
			✓✓	Aligning with the policies in the plan, at least 10% affordable workspace at discount market rents will be provided over 30 years by new development of over 500 sqm GIA (gross) of employment floorspace. This is part of the bow tie employment strategy, which works to prioritise industrial, distribution, warehousing and creative makerspaces in the area and ensure the residents are trained and ready to access the new job opportunities.
IIAO 2	To improve the education and skill of the population	✓✓	✓✓	The provision of new employment, retail and community uses will allow staff to gain new skills whilst working in these establishments.
			✓✓	Aligning with the policies in the plan, major development on this site will be required to provide specific programmes for mentorship, training or jobs for young people. As such, it will support the young generations to build up skills for employability and benefit from social regeneration.
			✓✓	Aligning with the policies in the plan, many new jobs and training opportunities will be generated in the sub area as the provision is required for planning applications during the construction phase and in completed developments.
IIAO 3	To improve the health of the population	✓✓	✓✓	New residential provision on site will help meet the housing needs and address the overcrowding issue, which is one of the key determinants of health.
			✓✓	The sub area aims to connect communities by requiring development on this site to improve the environment for people walking and cycling, strengthening the network of parks and improve the links between parks, a tube station, workplaces and other local facilities such as churches, schools and shops on Old Kent Road. The positive environment will help to encourage behavioural changes for active travel and social interaction and as a result reduce health inequalities. For example, the provision of new open space on site will enable opportunities for play and open-air sports facilities, enabling exercise which supports good physical and mental health. The provision of green spaces would improve the long term health and wellbeing of the population.
IIAO 4	To reduce the incidence of crime and the fear of crime	✓✓	✓✓	Improved permeability through the delivery of excellent design, in accordance with the 'design out crime principles', will encourage street level activities, which in turn provide natural surveillance to reduce the perception of crime and incidence of crime. In keeping with this design principle, the provision of a new open space for people to sit and gather will also provide natural surveillance within the area. Moreover, the activation of frontages will open up spaces to promote social interaction and the feeling of public safety.
			✓✓	Providing new homes will result in more people in the local area, the increased presence and activity will result in greater natural surveillance within the locality which should reduce incidences and the fear of crime within the area.

IIAO 5	To promote social inclusion, equality, diversity and community cohesion	✓✓	✓✓	New community uses on site which will provide entertainment and arts facilities to the community at large which can help to encourage more community interaction.
			✓✓	The site will seek to improve areas in which people can meet, in formal and informal settings, such as outdoor public spaces, restaurants, cafes, and community halls.
			✓✓	The delivery of more homes, consisting of a mix of different sizes and tenures will bring more people to the area from a range of different backgrounds, this will create more opportunities for greater diversity within the area and encourage more community cohesion
IIAO 6	To reduce contributions to climate change	✓✓	✓	Carbon offset fund will be collected in the area from development where it is not feasible to achieve zero carbon emission on site. The planning contributions, paid as the shortfall in on site carbon saving, will be spent on offsetting measures to reduce carbon emission in the existing buildings across the area. As a result, this will help to achieve carbon reduction.
			✓✓	Being a net zero carbon Area Action Plan, all new development will achieve net zero carbon by meeting the highest on site performance including the highest environmental building standards and net zero electricity and heating systems, banning gas boilers as the permanent heating solutions. They will also be required to connect to or enable future connection to a district heat network, which provides a supply of low carbon heat to homes, businesses and public buildings. The current district heat network for Old Kent Road is SELCHP.
			✓✓	It creates an opportunity to take a holistic approach to enhancing environment and networks for cycling and walking through site allocation requirements as part of the area-wide master planning to encourage active travel modes as an alternative to the usage of private car, which in turn significantly reduces contributions to climate change.
IIAO 7	To improve the air quality	✓✓	✓✓	In short term, air quality may be negatively impacted due to construction, where mitigation measures will be implemented. In long term, excellent design delivered through new developments within buildings and space in between will provide green infrastructure and encourage active travel modes including walking and cycling, which will in turn reduce the usage and emission of private cars (through phased plans for reducing parking provision and construction and transport management). It The design for green infrastructure will also effectively absorb greenhouse gases and reduce the concentration of air pollutants. It will significantly contribute to improving air quality and health of the communities.
			✓✓	The typologies in the masterplan promote mixed-use development including innovative solutions for mixing industrial development with new homes. Recognising that servicing is considered carefully to enable commercial premises to function without conflict with residential development, the plan sets out consolidation of servicing to enable more efficient movement of vehicles and reduce the pressure on the road network and improve air quality. It aims to maintain good air quality whilst ensuring efficient transport service is in place to support the vibrancy of businesses.
IIAO 8	To avoid waste and maximise, reuse or recycle waste arising as a resource	✓	-	Substantial demolition and intensification of development will create new waste demands to be managed. In order to effectively manage waste and reduce waste going to landfill, new development is required to provide adequate management of waste from construction and intensified development in accordance with the waste management hierarchy. For new development in the sub area services will be provided by the Old Kent Road integrated waste management facility including materials recovery and mechanical biological treatment.
			✓✓	The development in the sub area will connect to SELCHP district heat network that turns waste into energy and converts the excess heat to heat that can be used in heating buildings. This is considered to be a renewable source of heat, a process to more sustainably manage waste through combustion, to reduce the amount of waste going to landfill.
IIAO 9	To encourage sustainable use of water resources	✓	✓	It could place additional pressures on the water network but development comes with the potential for water-recycling and sustainable water measures when development is in operation. The masterplan for the sub area and policies for new development in the area ensure proper water management is in place, including communal sustainable urban drainage systems (SuDS), to reduce water use, improve water quality, reuse rainwater and contain rainwater discharge.
IIAO 10	To maintain and enhance the quality of land and soils	✓	✓	New development will come forward on brownfield sites, providing opportunities to remediate contaminated land and utilise urban greening through the choice of the appropriate types and design of trees planting. As such, it helps to improve the soil quality with the creation of new green public space.
IIAO 11	To protect and enhance quality of landscape and townscape	✓	✓	A masterplan has been created for the sub area with respect to the history of the area, its existing character and townscape and strategic viewing considerations at a granular level. Informed by the masterplan, requirements for each site allocation within the sub area are carefully designed in terms of design guidance, heritage reservation and building height guidance. A new public space will form part of this site allocation and will help soften and enhance the landscape.

IIAO 12	To conserve and enhance the historic environment and cultural assets	✓	✓	<p>The masterplan also takes into consideration for the sub area the history of the area, cultural assets and community heritage at a granular level. It informs both the site allocation requirements and the strategic planning for the whole sub area to enhance the historic environment and cultural assets.</p> <p>The site contains some buildings of townscape merit and buildings of architectural and historic interest.</p> <p>Tier 1 APA designation. The site is located in APA1- North Southwark and Roman Roads.</p> <p>Development will be respectful to the designations of conservation areas, listed buildings, areas of archaeological significance and protected views and designed in a way which seeks to enhance the setting of historical assets where relevant.</p>
IIAO 13	To protect and enhance open spaces, green corridors and biodiversity	✓✓	✓✓	<p>As part of the Greener Belt Strategy, the sub area provides a strategic planning for new parks, new pedestrian and cycle links providing safe walking routes and green corridors between schools and local community facilities. In addition, development on the site allocations will be required to provide open and green spaces including play facilities and greenery, providing a tranquil environment and comfortable places to sit and socialise or rest. For example, the site allocation must provide new public open space. This will help to enhance biodiversity and ecological resilience.</p>
IIAO 14	To reduce vulnerability to flooding	✓	✓	<p>The sequential test confirms that the site (SFRA Level 2 -Analysis 16) will have a “more vulnerable” use (mixed use including residential, town centre, employment, open space and community uses) in Flood Zone 3 and therefore requires an additional exception test, which would be satisfied by the first criteria that the development proves to provide wider sustainability benefits to the community that outweigh flood risk. The site development will bring sustainability benefits as follows:</p> <ul style="list-style-type: none"> - The redevelopment will provide new homes and create job opportunities during construction to tackle poverty - The provision of new employment , retail and community uses will allow staff to gain new skills whilst working in these - The policy encourages the delivery of homes to increase housing supply within the borough. In the long-term, through the provision of more homes, including affordable homes, increased supply should improve the affordability of homes. The increased provision of affordable homes is encouraged through AAP4’s fast track route for planning applications which trigger the affordable housing requirement. A lot of economic factors can impact upon housing price, which is an indicator of housing affordability. However, supply of more homes across London (in line with the draft London Plan housing target) in the long term will encourage the improved affordability of homes in the borough. - New residential provision will address the housing shortage, overcrowding and affordability issues, which are among the key determinants of public health - Improved frontages and green links will encourage walkability and cycling, which will bring positive health effects by encouraging active travel modes - The creation of new green links will combat severance between communities and encourage community interaction - Priority in walking and cycling in the design requirement of the site will promote active travel modes and reduce the incentive of driving, thus improving air quality and contributing to reduction in greenhouse emissions - Activation of frontages will open up spaces to promote social interaction and the feeling of public safety. - The site is required to develop in a sensitive manner to the listed buildings, the open space and heritage assets, and reflect existing building heights, so as to respect the local character, heritage and townscape - The site should accommodate community uses. These could include nurseries, day centres, schools, art galleries, gymnasiums, cinemas and training centres. These are all important facilities for community and cultural uses within the borough to support existing and future development. <p>To meet the second requirement that the development is safe for its lifetime, recommendations are set out in the report including site specific emergency evacuation procedures, flood resilient construction techniques and SuDS. Applications 16/AP/2436, 18/AP/2497, 16/AP/1092, 17/AP/3757, 17/AP/4546, 18/AP/1049, 17/AP/4819, 17/AP/4649, 18/AP/2761 and 19/AP/1773 are relevant to this site allocation, as planning permission has been granted. A Flood Risk Assessment was submitted with each application where relevant and has been considered in the decision making process, demonstrating that the development will be safe for its lifetime taking account of the vulnerability of its users, without increasing flood risk elsewhere, and, where possible, reducing flood risk overall. A Basement Impact Assessment will be separately required for any development proposals incorporating new or extended basement areas, although no basement dwellings are permitted. All of the granted schemes in this area have submitted the required basement assessment at the point of application or will provide an assessment as secured by condition.</p> <p>The recommendations proposed by the FRA and drainage strategy have been accepted by the Environment Agency and Flood and Drainage Team.</p> <p>As such, the exception test is satisfied whereby flood risk to people and property will be managed satisfactorily, when allowing necessary development on this site to occur.</p>

IIAO 15	To provide everyone with the opportunity to live in a decent home	✓✓	✓✓	The policy will help to increase the amount of affordable tenure homes and the affordability of homes to address the needs of local people and to ensure that everyone has access to high quality housing, regardless of income.
			✓✓	The policy encourages the delivery of homes to increase housing supply within the borough. In the long-term, through the provision of more homes, including affordable homes, increased supply should improve the affordability of homes. The increased provision of affordable homes is encouraged through AAP4's fast track route for planning applications which trigger the affordable housing requirement.
			✓✓	Many economic factors can impact upon housing price, which is an indicator of housing affordability. However, supply of more homes across London (in line with the draft London Plan housing target) in the long term will encourage the improved affordability of homes in the borough.
			✓✓	By identifying development capacity for residential development, housing delivery is supported and accelerated. By increasing certainty around infrastructure requirements, housing growth should be sustained including affordable housing.
			✓✓	The increased delivery of housing and affordable housing should enable people in the borough who may have previously not have had a permanent home to be able to afford a home, and will enable families to remain residing in the same household or area if they choose to do so, which will have positive impacts for health and social cohesion.
IIAO 16	To promote sustainable transport and minimise the need to travel by car	✓✓	✓✓	In response to the Climate Emergency, the action area takes a people centred approach to movement with a particular focus on reducing the impact of carbon emissions from vehicles. Traffic movements will be reduced with the creation of safe and accessible walking and cycling routes, which become the first choice for moving around the area. New walkable neighbourhoods will benefit from the new parks and spaces in the greener belt, new developments that will be car free and the proximity to the new tube stations of the Bakerloo line extension.
IIAO 17	To provide the necessary infrastructure to support existing and future development	✓✓	✓✓	The site should accommodate community uses. These could include nurseries, day centres, schools, art galleries, gymnasiums, cinemas and training centres. These are all important facilities for community and cultural uses within the borough to support existing and future development.
			✓✓	The efficient delivery of quality development in the area will accelerate Community Infrastructure Levy (CIL) payments and other financial contributions toward enhancement to infrastructure capacity and the cost of Bakerloo Line Extension. This is planned alongside the thorough phasing plan for new development in the area to ensure the growth and regeneration of the area is well supported by the essential travel infrastructure.

OKR17: 760 and 812 Old Kent Road (Former Toy 'R' us store) and 840 Old Kent Road (Aldi store) (NSP71)

Site requirements

Redevelopment of the site must:

- Replace existing retail and employment floorspace ; and
- Provide new homes; and
- Provide a new tube station. The station, tunnelling and worksite requirements will need to be incorporated into th site design and phasing; and
- Provide a new green park between Asylum Road and Brimington Park; and

Redevelopment of the site should:

- Provide community uses; and
- Provide employment uses.

Relevant planning applications

19/AP/1322 (Approved subject to S106)

227-255 Ilderton Road. Demolition of existing building and redevelopment of the site to provide a new building of up to 13 and 21 storeys in height (maximum height 73.60m above ground level). Redevelopment to comprise 170 residential units (Class C3), a 1,778 sqm (GIA) retail unit (Class A1) and a 52 sqm (GIA) flexible retail unit (Class A1/A3), with associated landscaping, car parking, servicing, refuse and plant areas, and all ancillary or associated works.

IIA Objective	Description	Averaged Grading	Sub grading	Commentary
IIAO 1	To tackle poverty and encourage wealth creation	✓✓	✓✓	The site will provide opportunities for jobs within construction, offices, retail and community facilities. The increase in the number of local jobs will tackle poverty by decreasing the employment rate and providing a stable income to a greater number of people, and will subsequently encourage wealth creation within the local community.
			✓✓	Aligning with the policies in the plan, at least 10% affordable workspace at discount market rents will be provided over 30 years by new development of over 500 sqm GIA (gross) of employment floorspace. This is part of the bow tie employment strategy, which works to prioritise industrial, distribution, warehousing and creative makerspaces in the area and ensure the residents are trained and ready to access the new job opportunities.
IIAO 2	To improve the education and skill of the population	✓✓	✓✓	The provision of new employment, retail and community uses will allow staff to gain new skills whilst working in these establishments.
			✓✓	Aligning with the policies in the plan, major developments on this site will be required to provide specific programmes for mentorship, training or jobs for young people. As such, it will support the young generations to build up skills for employability and benefit from social regeneration.
			✓✓	Aligning with the policies in the plan, many new jobs and training opportunities will be generated as the provision is required for planning applications during the construction phase and in completed developments.
IIAO 3	To improve the health of the population	✓✓	✓✓	New residential provision on site will help meet the housing needs and address the overcrowding issue, which is one of the key determinants of health.
			✓✓	The sub area aims to connect communities by requiring development on this site to improve the environment for people walking and cycling, strengthening the network of parks and improve the links between parks, a tube station, workplaces and other local facilities such as churches, schools and shops on Old Kent Road. The positive environment will help to encourage behavioural changes for active travel and social interaction and as a result reduce health inequalities.
IIAO 4	To reduce the incidence of crime and the fear of crime	✓✓	✓✓	Improved permeability through the delivery of excellent design, in accordance with the 'design out crime principles', will encourage street level activities, which in turn provide natural surveillance to reduce the perception of crime and incidence of crime. In keeping with this design principle, the activation of frontages will open up spaces to promote social interaction and the feeling of public safety. The site allocation does not have a specific impact on this objective but development is required to ensure that it is safe and designs out opportunities for crime
			✓✓	The delivery of more homes, consisting of a mix of different sizes and tenures will bring more people to the area from a range of different backgrounds, this will create more opportunities for greater diversity within the area and encourage more community cohesion.

IIAO 5	To promote social inclusion, equality, diversity and community cohesion	✓✓	✓✓	New community uses on site which will provide entertainment and arts facilities to the community at large which can help to encourage more community interaction.
			✓✓	The delivery of more homes, consisting of a mix of different sizes and tenures will bring more people to the area from a range of different backgrounds, this will create more opportunities for greater diversity within the area and encourage more community cohesion
			✓✓	The site will seek to improve areas in which people can meet, in formal and informal settings, such as outdoor public spaces, restaurants, cafes, and community halls.
IIAO 6	To reduce contributions to climate change	✓✓	✓✓	Carbon offset fund will be collected in the area from development where it is not feasible to achieve zero carbon emission on site. The planning contributions, paid as the shortfall in on site carbon saving, will be spent on offsetting measures to reduce carbon emission in the existing buildings across the area. As a result, this will help to achieve carbon reduction.
			✓✓	Being a net zero carbon Area Action Plan, all new development will achieve net zero carbon by meeting the highest on site performance including the highest environmental building standards and net zero electricity and heating systems, banning gas boilers as the permanent heating solutions. They will also be required to connect to or enable future connection to a district heat network, which provides a supply of low carbon heat to homes, businesses and public buildings. The current district heat network for Old Kent Road is SELCHP.
			✓✓	It creates an opportunity to take a holistic approach to enhancing environment and networks for cycling and walking through the site allocation requirements as part of the area-wide master planning to encourage active travel modes as an alternative to the usage of private car, which in turn significantly reduces contributions to climate change.
IIAO 7	To improve the air quality	✓✓	✓✓	In short term, air quality may be negatively impacted due to construction, where mitigation measures will be implemented. In long term, excellent design delivered through new developments within buildings and space in between will provide green infrastructure and encourage active travel modes including walking and cycling, which will in turn reduce the usage and emission of private cars (through phased plans for reducing parking provision and construction and transport management). It The design for green infrastructure will also effectively absorb greenhouse gases and reduce the concentration of air pollutants. It will significantly contribute to improving air quality and health of the communities.
			✓✓	The typologies in the masterplan promote mixed-use development including innovative solutions for mixing industrial development with new homes. Recognising that servicing is considered carefully to enable commercial premises to function without conflict with residential development, the plan sets out consolidation of servicing to enable more efficient movement of vehicles and reduce the pressure on the road network and improve air quality. It aims to maintain good air quality whilst ensuring efficient transport service is in place to support the vibrancy of businesses.
IIAO 8	To avoid waste and maximise, reuse or recycle waste arising as a resource	✓	-	Substantial demolition and intensification of development will create new waste demands to be managed. In order to effectively manage waste and reduce waste going to landfill, new development is required to provide adequate management of waste from construction and intensified development in accordance with the waste management hierarchy. For new development in the sub area services will be provided by the Old Kent Road integrated waste management facility including materials recovery and mechanical biological treatment.
			✓✓	The development in the sub area will connect to SELCHP district heat network that turns waste into energy and converts the excess heat to heat that can be used in heating buildings. This is considered to be a renewable source of heat, a process to more sustainably manage waste through combustion, to reduce the amount of waste going to landfill.
IIAO 9	To encourage sustainable use of water resources	-	-	It could place additional pressures on the water network but development comes with the potential for water-recycling and sustainable water measures when development is in operation. The masterplan for the sub area and policies for new development in the area ensure proper water management is in place, including communal sustainable urban drainage systems (SuDS), to reduce water use, improve water quality, reuse rainwater and contain rainwater discharge.
IIAO 10	To maintain and enhance the quality of land and soils	-	-	New development will come forward on brownfield sites, providing opportunities to remediate contaminated land and utilise urban greening through the choice of the appropriate types and design of trees planting. As such, it helps to improve the soil quality with the creation of new green public space.
IIAO 11	To protect and enhance quality of landscape and townscape	✓	✓	A masterplan has been created for the sub area with respect to the history of the area, its existing character and townscape and strategic viewing considerations at a granular level. Informed by the masterplan, requirements for each site allocation within the sub area are carefully designed in terms of design guidance, heritage reservation and building height guidance. For example, the masterplan sets out the key elements of the building heights strategy for the site allocations and makes sure the new developments are respectful to the immediate context.

IIAO 12	To conserve and enhance the historic environment and cultural assets	✓	✓	<p>The masterplan also takes into consideration for the sub area the history of the area, cultural assets and community heritage at a granular level. It informs both the site allocation requirements and the strategic planning for the whole sub area to enhance the historic environment and cultural assets.</p> <p>The site is in close proximity of the Caroline Gardens Conservation Area.</p> <p>The site is within proximity of the Grade II listed Licensed Victuallers Benevolent Institution (Caroline Gardens).</p> <p>Tier 1 APA designation. The site is located in APA1- North Southwark and Roman Roads.</p> <p>Development will be respectful to the designations of conservation areas, listed buildings, areas of archaeological significance and protected views and designed in a way which seeks to enhance the setting of historical assets where relevant.</p>
IIAO 13	To protect and enhance open spaces, green corridors and biodiversity	✓	✓	<p>As part of the Greener Belt Strategy, the sub area provides a strategic planning for new parks, new pedestrian and cycle links providing safe walking routes and green corridors between schools and local community facilities. In addition, development on the site allocations will be required to provide open and green spaces including play facilities and greenery, providing a tranquil environment and comfortable places to sit and socialise or rest.</p>
IIAO 14	To reduce vulnerability to flooding	✓	✓	<p>The sequential test confirms that the site (SFRA Level 2 - Analysis 17) will have a “more vulnerable’ use (mixed use including residential, town centre, employment and community uses) in Flood Zone 3 and therefore requires an additional exception test, which would be satisfied by the first criteria that the development proves to provide wider sustainability benefits to the community that outweigh flood risk. The site development will bring sustainability benefits as follows:</p> <ul style="list-style-type: none"> - The redevelopment will provide new homes and create job opportunities during construction to tackle poverty - The provision of new employment , retail and community uses will allow staff to gain new skills whilst working in these - The policy encourages the delivery of homes to increase housing supply within the borough. In the long-term, through the provision of more homes, including affordable homes, increased supply should improve the affordability of homes. The increased provision of affordable homes is encouraged through AAP4’s fast track route for planning applications which trigger the affordable housing requirement. A lot of economic factors can impact upon housing price, which is an indicator of housing affordability. However, supply of more homes across London (in line with the draft London Plan housing target) in the long term will encourage the improved affordability of homes in the borough. - New residential provision will address the housing shortage, overcrowding and affordability issues, which are among the key determinants of public health - Activation of frontages will open up spaces to promote social interaction and the feeling of public safety. The site allocation does not have a specific impact on this objective but development is required to ensure that it is safe and designs out opportunities for crime - The site is required to develop in a sensitive manner to the listed buildings, the open space and heritage assets, and reflect existing building heights, so as to respect the local character, heritage and townscape - The site should accommodate community uses. These could include nurseries, day centres, schools, art galleries, gymnasiums, cinemas and training centres. These are all important facilities for community and cultural uses within the borough to support existing and future development. <p>To meet the second requirement that the development is safe for its lifetime, recommendations are set out in the report including site specific emergency evacuation procedures, flood resilient construction techniques and SuDS. No basement dwellings should be permitted in this area (Flood Zone 3).</p> <p>Application 19/AP/1322 is relevant to this site allocation, as planning permission has been granted. A Flood Risk Assessment was submitted with this application and has been considered in the decision making process. A site-specific FRA is required for any development proposals to demonstrate that the development will be safe for its lifetime taking account of the vulnerability of its users, without increasing flood risk elsewhere, and, where possible, reducing flood risk overall. The FRA proposes the use of SUDS namely an attenuation tank, flow control chamber and green roof with the surface water destination being to a combined sewer. A Basement Impact Assessment will be separately required for any development proposals incorporating new or extended basement areas.</p> <p>The recommendations proposed by the FRA and drainage strategy have been accepted by the Environment Agency and Flood and Drainage Team.</p>

				As such, the exception test is satisfied whereby flood risk to people and property will be managed satisfactorily, when allowing necessary development on this site to occur.
IIAO 15	To provide everyone with the opportunity to live in a decent home	✓✓	✓✓	The policy will help to increase the amount of affordable tenure homes and the affordability of homes to address the needs of local people and to ensure that everyone has access to high quality housing, regardless of income.
			✓✓	The policy encourages the delivery of homes to increase housing supply within the borough. In the long-term, through the provision of more homes, including affordable homes, increased supply should improve the affordability of homes. The increased provision of affordable homes is encouraged through AAP4's fast track route for planning applications which trigger the affordable housing requirement.
			✓✓	Many economic factors can impact upon housing price, which is an indicator of housing affordability. However, supply of more homes across London (in line with the draft London Plan housing target) in the long term will encourage the improved affordability of homes in the borough.
			✓✓	By identifying development capacity for residential development, housing delivery is supported and accelerated. By increasing certainty around infrastructure requirements, housing growth should be sustained including affordable housing.
			✓✓	The increased delivery of housing and affordable housing should enable people in the borough who may have previously not have had a permanent home to be able to afford a home, and will enable families to remain residing in the same household or area if they choose to do so, which will have positive impacts for health and social cohesion.
IIAO 16	To promote sustainable transport and minimise the need to travel by car	✓	✓	In response to the Climate Emergency, the action area takes a people centred approach to movement with a particular focus on reducing the impact of carbon emissions from vehicles. Traffic movements will be reduced with the creation of safe and accessible walking and cycling routes, which become the first choice for moving around the area. New development on this site will create a new walkable neighbourhood that is car free, has cycle storage and enjoys the proximity to the new tube stations of the Bakerloo line extension.
IIAO 17	To provide the necessary infrastructure to support existing and future development	✓✓	✓✓	The site should accommodate community uses. These could include nurseries, day centres, schools, art galleries, gymnasiums, cinemas and training centres. These are all important facilities for community and cultural uses within the borough to support existing and future development.
			✓✓	The efficient delivery of quality development in the area will accelerate Community Infrastructure Levy (CIL) payments and other financial contributions toward enhancement to infrastructure capacity and the cost of Bakerloo Line Extension. This is planned alongside the thorough phasing plan for new development on this site to ensure the growth and regeneration of the area is well supported by the essential travel infrastructure.

OKR18: Devon Street and Sylvan Grove (NSP69)

Site requirements

Redevelopment of the site must:

- Replace existing employment space; and • Provide retail on the Old Kent Road high street ; and
- Provide new homes; and
- Provide community uses; and
- Provide a new public square at Devonshire Grove and Sylvan Grove; and
- Provide a new access road into the Integrated Waste Management Facility.

Relevant planning applications

15/AP/1330 (Built)

8-24 Sylvan Grove. Redevelopment of the site to construct a part two, part five, part six and part eight storey building comprising 80 residential units (23 x one bed, 41 x two bed and 16 x three bed) for both private and affordable tenures with associated car parking and landscaping.

19/AP/1239 (Approved subject to S106)

Devonshire Square, 747-759 Old Kent Road

Hybrid application consisting of:

Full planning permission for the demolition of all existing structures on site, the stopping up of the existing Devonshire Grove major arm (IWMF egress road) and redevelopment to include formation of a new road reconfiguration and widening of Devonshire Grove, widening of the foot ways on Sylvan Grove and Old Kent Road, construction of Building A at ground plus 38 storeys (137.26m AOD) to provide 264 residential units (Class C3), flexible retail/employment floorspace (Class A1/A2/A3/A4/B1a-c), creation of a new public realm including new public squares and spaces ,associated landscaping and highways works and a new substation and all associated works.

Outline planning permission (all matters reserved) for comprehensive mixed-use development for the following uses in four Buildings (B, C, D and E) up to a maximum height of 81.3m AOD, and a basement level shared with Building A: Up to a maximum of 301 residential units (Class C3); employment workspace floorspace (Class B1a-c); flexible retail, financial and professional services, food and drink uses (Class A1/A2/A3/A4/A5), flexible non-residential institutions (Class D1) and Assembly and leisure uses (Class D2); Storage, car and cycle parking; Energy centre; Substations; Formation of new pedestrian and vehicular access and means of access and circulation within the site together; and new private and communal open space. The application is accompanied by an Environmental Statement.

19/AP/2307 (Approved subject to s106)

Daisy Business Park, 19-35 Sylvan Grove. Demolition of existing buildings and redevelopment of the site to provide a mixed use development comprising of 219 residential dwellings (Use Class C3) and 3,088 sqm (GIA); commercial workspace (Use Class B1) within two buildings of 5 storeys (24.55m AOD) and 32 storeys (106.43m AOD); and associated car and cycle parking, landscaping, and public realm and highways improvements.

IIA Objective	Description	Averaged Grading	Sub grading	Commentary
IIAO 1	To tackle poverty and encourage wealth creation	✓✓	✓✓	The site will provide opportunities for jobs within construction, offices, retail, and community facilities. The increase in the number of local jobs will tackle poverty by decreasing the employment rate and providing a stable income to a greater number of people, and will subsequently encourage wealth creation within the local community.
			✓✓	Aligning with the policies in the plan, at least 10% affordable workspace at discount market rents will be provided over 30 years by new development of over 500 sqm GIA (gross) of employment floorspace. This is part of the bow tie employment strategy, which works to prioritise industrial, distribution, warehousing and creative makerspaces in the area and ensure the residents are trained and ready to access the new job opportunities.
IIAO 2		✓✓	✓✓	The provision of new employment, retail and community uses will allow staff to gain new skills whilst working in these establishments.

	To improve the education and skill of the population		✓✓	Aligning with the policies in the plan, major developments on this site will be required to provide specific programmes for mentorship, training or jobs for young people. As such, it will support the young generations to build up skills for employability and benefit from social regeneration.
			✓✓	Aligning with the policies in the plan, many new jobs and training opportunities will be generated as the provision is required for planning applications during the construction phase and in completed developments.
IIAO 3	To improve the health of the population	✓✓	✓✓	New residential provision on site will help meet the housing needs and address the overcrowding issue, which is one of the key determinants of health.
			✓✓	The sub area aims to connect communities by requiring development on this site to improve the environment for people walking and cycling, strengthening the network of parks and improve the links between parks, a tube station, workplaces and other local facilities such as churches, schools and shops on Old Kent Road. The positive environment will help to encourage behavioural changes for active travel and social interaction and as a result reduce health inequalities. The provision of new open space will enable opportunities for play and open-air sports facilities, enabling exercise which supports good physical and mental health. The provision of green spaces would improve the long term health and wellbeing of the population.
IIAO 4	To reduce the incidence of crime and the fear of crime	✓✓	✓✓	Providing new homes will result in more people in the local area, the increased presence and activity will result in greater natural surveillance within the locality which should reduce incidences and the fear of crime within the area.
			✓✓	Improved permeability through the delivery of excellent design, in accordance with the 'design out crime principles', will encourage street level activities, which in turn provide natural surveillance to reduce the perception of crime and incidence of crime. In keeping with this design principle, the activation of frontages will open up spaces to promote social interaction and the feeling of public safety. Moreover, the provision of a new open space for people to sit and gather will also provide natural surveillance within the area.
IIAO 5	To promote social inclusion, equality, diversity and community cohesion	✓✓	✓✓	New community uses on site which will provide entertainment and arts facilities to the community at large which can help to encourage more community interaction.
			✓✓	The site will seek to improve areas in which people can meet, in formal and informal settings, such as outdoor public spaces, restaurants, cafes, and community halls.
			✓✓	The delivery of more homes, consisting of a mix of different sizes and tenures will bring more people to the area from a range of different backgrounds, this will create more opportunities for greater diversity within the area and encourage more communi
IIAO 6	To reduce contributions to climate change	✓✓	✓	Carbon offset fund will be collected in the area from development where it is not feasible to achieve zero carbon emission on site. The planning contributions, paid as the shortfall in on site carbon saving, will be spent on offsetting measures to reduce carbon emission in the existing buildings across the area. As a result, this will help to achieve carbon reduction.
			✓✓	Being a net zero carbon Area Action Plan, all new development will achieve net zero carbon by meeting the highest on site performance including the highest environmental building standards and net zero electricity and heating systems, banning gas boilers as the permanent heating solutions. They will also be required to connect to or enable future connection to a district heat network, which provides a supply of low carbon heat to homes, businesses and public buildings. The current district heat network for Old Kent Road is SELCHP.
			✓✓	It creates an opportunity to take a holistic approach to enhancing environment and networks for cycling and walking through the site allocation requirements as part of the area-wide master planning to encourage active travel modes as an alternative to the usage of private car, which in turn significantly reduces contributions to climate change.

IIAO 7	To improve the air quality	✓	✓	In short term, air quality may be negatively impacted due to construction, where mitigation measures will be implemented. In long term, excellent design delivered through new developments within buildings and space in between will provide green infrastructure and encourage active travel modes including walking and cycling, which will in turn reduce the usage and emission of private cars (through phased plans for reducing parking provision and construction and transport management). It The design for green infrastructure will also effectively absorb greenhouse gases and reduce the concentration of air pollutants. It will significantly contribute to improving air quality and health of the communities.
IIAO 8	To avoid waste and maximise, reuse or recycle waste arising as a resource	✓	-	Substantial demolition and intensification of development will create new waste demands to be managed. In order to effectively manage waste and reduce waste going to landfill, new development is required to provide adequate management of waste from construction and intensified development in accordance with the waste management hierarchy. For new development in the sub area services will be provided by the Old Kent Road integrated waste management facility including materials recovery and mechanical biological treatment.
			✓✓	The development in the sub area will connect to SELCHP district heat network that turns waste into energy and converts the excess heat to heat that can be used in heating buildings. This is considered to be a renewable source of heat, a process to more sustainably manage waste through combustion, to reduce the amount of waste going to landfill.
IIAO 9	To encourage sustainable use of water resources	✓	✓	It could place additional pressures on the water network but development comes with the potential for water-recycling and sustainable water measures when development is in operation. The masterplan for the sub area and policies for new development in the area ensure proper water management is in place, including communal sustainable urban drainage systems (SuDS), to reduce water use, improve water quality, reuse rainwater and contain rainwater discharge.
IIAO 10	To maintain and enhance the quality of land and soils	✓	✓	New development will come forward on brownfield sites, providing opportunities to remediate contaminated land and utilise urban greening through the choice of the appropriate types and design of trees planting. As such, it helps to improve the soil quality with the creation of new green public space.
IIAO 11	To protect and enhance quality of landscape and townscape	✓✓	✓✓	A masterplan has been created for the sub area with respect to the history of the area, its existing character and townscape and strategic viewing considerations at a granular level. Informed by the masterplan, requirements for each site allocation within the sub area are carefully designed in terms of design guidance, heritage reservation and building height guidance. For example, the masterplan sets out the key elements of the building heights strategy for the site allocations and makes sure the new developments are respectful to the immediate context. For example, a new public space will form part of this site allocation and will help soften and enhance the landscape.
IIAO 12	To conserve and enhance the historic environment and cultural assets	✓	✓	The masterplan also takes into consideration for the sub area the history of the area, cultural assets and community heritage at a granular level. It informs both the site allocation requirements and the strategic planning for the whole sub area to enhance the historic environment and cultural assets.
				The site is in proximity to the Caroline Gardens Conservation Area.
				The site contains buildings of townscape merit.
				Tier 1 APA designation. The site is located in APA1- North Southwark and Roman Roads.
IIAO 13	To protect and enhance open spaces, green corridors and biodiversity	✓✓	✓✓	Development will be respectful to the designations of conservation areas, listed buildings, areas of archaeological significance and protected views and designed in a way which seeks to enhance the setting of historical assets where relevant.
				As part of the Greener Belt Strategy, the sub area provides a strategic planning for new parks, new pedestrian and cycle links providing safe walking routes and green corridors between schools and local community facilities. In addition, development on the site allocations will be required to provide open and green spaces including play facilities and greenery, providing a tranquil environment and comfortable places to sit and socialise or rest. The site allocation must provide new public open space. This will help to enhance biodiversity and ecological resilience.
IIAO 14	To reduce vulnerability to flooding	✓	✓	The sequential test confirms that the site (SFRA Level 2 - Analysis 17) will have a "more vulnerable" use (mixed use including residential, town centre, employment, open space and community uses) in Flood Zone 3 and therefore requires an additional exception test, which would be satisfied by the first criteria that the development proves to provide wider sustainability benefits to the community that outweigh flood risk. The site development will bring sustainability benefits as follows: <ul style="list-style-type: none"> - The redevelopment will provide new homes and create job opportunities during construction to tackle poverty - The provision of new employment , retail and community uses will allow staff to gain new skills whilst working in these - The policy encourages the delivery of homes to increase housing supply within the borough. In the long-term, through the provision of more homes, including affordable homes, increased supply should improve the affordability of homes. The increased provision of affordable homes is encouraged through AAP4's fast track route for planning applications which trigger the affordable housing requirement. A lot of economic factors can impact upon housing price, which is an indicator of housing affordability. However, supply of more homes across London (in line with the draft London Plan housing target) in the long term will encourage the improved affordability of homes in the borough.

				<ul style="list-style-type: none"> - New residential provision will address the housing shortage, overcrowding and affordability issues, which are among the key determinants of public health - Improved frontages and green links will encourage walkability and cycling, which will bring positive health effects by encouraging active travel modes - The creation of new green links will combat severance between communities and encourage community interaction - Priority in walking and cycling in the design requirement of the site will promote active travel modes and reduce the incentive of driving, thus improving air quality and contributing to reduction in greenhouse emissions - Activation of frontages will open up spaces to promote social interaction and the feeling of public safety. - The site is required to develop in a sensitive manner to the listed buildings, the open space and heritage assets, and reflect existing building heights, so as to respect the local character, heritage and townscape - The site should accommodate community uses. These could include nurseries, day centres, schools, art galleries, gymnasiums, cinemas and training centres. These are all important facilities for community and cultural uses within the borough to support existing and future development. <p>To meet the second requirement that the development is safe for its lifetime, recommendations are set out in the report including site specific emergency evacuation procedures, flood resilient construction techniques and SuDS. No basement dwellings should be permitted in this area (Flood Zone 3).</p> <p>A Basement Impact Assessment will be separately required for any development proposals incorporating new or extended basement areas.</p> <p>Applications 15/AP/1330, 19/AP/1239 and 19/AP/2307 are relevant to this site allocation, as planning permission has been granted. Site-specific flood Risk Assessments were submitted with the applications and have been considered in the decision making process, demonstrating that the development will be safe for its lifetime taking account of the vulnerability of its users, without increasing flood risk elsewhere, and, where possible, reducing flood risk overall. The recommendations proposed by the FRA and drainage strategy have been accepted by the Environment Agency and Flood and Drainage Team. Conditions in relation of flood risk management as recommended by the Environmental Agency have formed part of the planning permission.</p> <p>As such, the exception test is satisfied whereby flood risk to people and property will be managed satisfactorily, when allowing necessary development on this site to occur.</p>
IIAO 15	To provide everyone with the opportunity to live in a decent home	✓✓	✓✓	The policy will help to increase the amount of affordable tenure homes and the affordability of homes to address the needs of local people and to ensure that everyone has access to high quality housing, regardless of income.
			✓✓	The policy encourages the delivery of homes to increase housing supply within the borough. In the long-term, through the provision of more homes, including affordable homes, increased supply should improve the affordability of homes. The increased provision of affordable homes is encouraged through Policy P1 fast track route for planning applications which trigger the affordable housing requirement.
			✓✓	Many economic factors can impact upon housing price, which is an indicator of housing affordability. However, supply of more homes across London (in line with the draft London Plan housing target) in the long term will encourage the improved affordability of homes in the borough.
			✓✓	By identifying development capacity for residential development, housing delivery is supported and accelerated. By increasing certainty around infrastructure requirements, housing growth should be sustained including affordable housing.
			✓✓	The increased delivery of housing and affordable housing should enable people in the borough who may have previously not have had a permanent home to be able to afford a home, and will enable families to remain residing in the same household or area if they choose to do so, which will have positive impacts for health and social cohesion.
IIAO 16	To promote sustainable transport and minimise the need to travel by car	✓	✓	In response to the Climate Emergency, the action area takes a people centred approach to movement with a particular focus on reducing the impact of carbon emissions from vehicles. Traffic movements will be reduced with the creation of safe and accessible walking and cycling routes, which become the first choice for moving around the area. New development on this site will create a new walkable neighbourhood that is car free, has cycle storage and enjoys the proximity to the new tube stations of the Bakerloo line extension.
IIAO 17	To provide the necessary infrastructure to support existing and future development	✓✓	✓✓	The site should accommodate community uses. These could include nurseries, day centres, schools, art galleries, gymnasiums, cinemas and training centres. These are all important facilities for community and cultural uses within the borough to support existing and future development.
			✓✓	The efficient delivery of quality development in the area will accelerate Community Infrastructure Levy (CIL) payments and other financial contributions toward enhancement to infrastructure capacity and the cost of Bakerloo Line Extension. This is planned alongside the thorough

				phasing plan for new development on this site to ensure the growth and regeneration of the area is well supported by the essential travel infrastructure.
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Detailed integrated impact assessment for:

- Option 1 for industrial intensification in Sub Area 5, South Bermondsey (Sites 1 and 2)
- Option 2 for industrial intensification in Sub Area 5, South Bermondsey (Sites 1 – 4)

	Option 1 for Sub Area 5				Option 2 for Sub Area 5			
	Area wide	S	M	L	Area wide	S	M	L
IIAO 1	✓✓	✓	✓✓	✓✓	✓✓	✓	✓✓	✓✓
IIAO 2	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓
IIAO 3	✓	✓	✓	✓	✓	✓	✓	✓
IIAO 4	✓	-	✓	✓	✓	-	✓	✓
IIAO 5	✓	✓	✓	✓	✓	✓	✓	✓
IIAO 6	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓
IIAO 7	✓✓	-	✓✓	✓✓	✓✓	-	✓✓	✓✓
IIAO 8	✓	✓	✓	✓	✓	✓	✓	✓
IIAO 9	✓	✓	✓	✓	✓	✓	✓	✓
IIAO 10	✓	✓	✓	✓	✓	✓	✓	✓
IIAO 11	✓	✓	✓	✓	✓	✓	✓	✓
IIAO 12	✓	-	✓	✓	✓	-	✓	✓
IIAO 13	✓	-	✓	✓	✓	-	✓	✓
IIAO 14	✓	-	✓	✓	✓	-	✓	✓
IIAO 15	-	-	-	-	-	-	-	-
IIAO 16	✓✓	-	✓✓	✓✓	✓✓	-	✓✓	✓✓
IIAO 17	✓✓	✓	✓✓	✓✓	✓✓	✓	✓✓	✓✓
Avg.	65%	35%	65%	65%	65%	35%	65%	65%

Option 1 for industrial intensification in Sub Area 5, South Bermondsey (Sites 1 and 2)

Option 1 for industrial intensification in Sub Area 5, South Bermondsey (Sites 1 and 2)						
IIA Objective	Description	Area-wide	Timescale			Commentary
			Short term	Medium term	Long term	
IIAO 1	To tackle poverty and encourage wealth creation	✓✓	✓✓	✓✓	✓✓	The option 1 for industrial intensification in South Bermondsey comprises sites 1 and 2 within South Bermondsey diveunder and Bermondsey trading estate sites. It provides opportunities in the short term for refurbishment of the arches and development of Site 1 and part of Site 2 without impacting on the more established warehouse units within the trading estate. This would generate up to 38,338 sqm of additional industrial floorspace and provide enterprise opportunities in the business area. As a result, new job opportunities will be created to boost local economy.
		✓✓	✓	✓✓	✓✓	Aligning with the policies in the plan, at least 10% affordable workspace at discount market rents will be provided over 30 years by new development of over 500 sqm GIA (gross) of employment floorspace. This is part of the bow tie employment strategy, which works to prioritise industrial, distribution, warehousing and creative makerspaces in the area and ensure the residents are trained and ready to access the new job opportunities.
	Average Scoring	✓✓	✓	✓✓	✓✓	
IIAO 2	To improve the education and skill of the population	✓✓	✓✓	✓✓	✓✓	Aligning with the policies in the plan, major developments in the sub area will be required to provide specific programmes for mentorship, training or jobs for young people. As such, it will support the young generations to build up skills for employability and benefit from social regeneration.
		✓✓	✓✓	✓✓	✓✓	Aligning with the policies in the plan, many new jobs and training opportunities will be generated in the sub area as the provision is required for planning applications during the construction phase and in completed developments.
	Average Scoring	✓✓	✓✓	✓✓	✓✓	
IIAO 3	To improve the health of the population	✓	✓	✓	✓	The area vision looks to carefully design the servicing and road network in order to minimise disruption to the surrounding residential area in terms of air pollution, safety, convenience and attractiveness of routes for people walking and cycling.
IIAO 4	To reduce the incidence of crime and the fear of crime	✓	-	✓	✓	The creation of new walking and cycling routes around the railway arches and South Bermondsey Station, designed through the excellent design in accordance with the 'design out crime principles', will become a pleasant and safe environment with well-lit routes and vibrant activities that will provide natural surveillance to reduce the perception of crime and incidence of crime.

IIO 5	To promote social inclusion, equality, diversity and community cohesion	✓	✓	✓	✓	A well-connected network will be in place to link the sites to the other uses in the wider areas, including the Southwark Bermondsey Station, Quiet Way 1, Old Kent Road, the local shopping parade and Bolina Road at the borough border with Lewisham. It aims to promote connection and social interaction between communities.
IIO 6	To reduce contributions to climate change	✓	✓	✓	✓	Carbon offset fund will be collected in the area from development where it is not feasible to achieve zero carbon emission on site. The planning contributions, paid as the shortfall in on site carbon saving, will be spent on offsetting measures to reduce carbon emission in the existing buildings across the area. As a result, this will help to achieve carbon reduction.
		✓✓	✓✓	✓✓	✓✓	Being a net zero carbon Area Action Plan, all new development will achieve net zero carbon by meeting the highest on site performance including the highest environmental building standards and net zero electricity and heating systems, banning gas boilers as the permanent heating solutions. They will also be required to connect to or enable future connection to a district heat network, which provides a supply of low carbon heat to homes, businesses and public buildings. The current district heat network for Old Kent Road is SELCHP.
		✓✓	✓	✓✓	✓✓	It creates an opportunity to take a holistic approach to enhancing environment and networks for cycling and walking through the area-wide master planning to encourage active travel modes as an alternative to the usage of private car, which in turn significantly reduces contributions to climate change.
	Average Scoring	✓✓	✓✓	✓✓	✓✓	
IIO 7	To improve the air quality	✓✓	-	✓✓	✓✓	In short term, air quality may be negatively impacted due to construction, where mitigation measures will be implemented. In long term, excellent design delivered through new developments within buildings and space in between will provide green infrastructure and encourage active travel modes including walking and cycling, which will in turn reduce the usage and emission of private cars (through phased plans for reducing parking provision and construction and transport management). It The design for green infrastructure will also effectively absorb greenhouse gases and reduce the concentration of air pollutants. It will significantly contribute to improving air quality and health of the communities.
		✓✓	-	✓✓	✓✓	The typologies in the masterplan promotes innovative solutions such as 'stacking' industrial uses in multi-storey buildings from 2 to 5 storeys across the sites. Recognising that servicing is considered carefully to enable commercial premises to function without conflict with residential development, the plan sets out consolidation of servicing to enable more efficient movement of vehicles and reduce the pressure on the road network and improve air quality. It aims to maintain good air quality whilst ensuring efficient transport service is in place to support the vibrancy of businesses.
	Average Scoring	✓✓	-	✓✓	✓✓	

IIAO 8	To avoid waste and maximise, reuse or recycle waste arising as a resource	-	-	-	-	Substantial demolition and intensification of development will create new waste demands to be managed. In order to effectively manage waste and reduce waste going to landfill, new development is required to provide adequate management of waste from construction and intensified development in accordance with the waste management hierarchy. For new development in the sub area services will be provided by the Old Kent Road integrated waste management facility including materials recovery and mechanical biological treatment.
		✓✓	✓✓	✓✓	✓✓	The development in the sub area will connect to SELCHP district heat network that turns waste into energy and converts the excess heat to heat that can be used in heating buildings. This is considered to be a renewable source of heat, a process to more sustainably manage waste through combustion, to reduce the amount of waste going to landfill.
	Average Scoring	✓	✓	✓	✓	
IIAO 9	To encourage sustainable use of water resources	✓	✓	✓	✓	It could place additional pressures on the water network but development comes with the potential for water-recycling and sustainable water measures when development is in operation. The masterplan for the sub area and policies for new development in the area ensure proper water management is in place, including communal sustainable urban drainage systems (SuDS), to reduce water use, improve water quality, reuse rainwater and contain rainwater discharge.
IIAO 10	To maintain and enhance the quality of land and soils	✓	✓	✓	✓	New development will be redeveloped on brownfield sites, providing opportunities to remediate contaminated land and utilise urban greening through the choice of the appropriate types and design of trees planting. As such, it helps to improve the soil quality with the creation of new green public space.
IIAO 11	To protect and enhance quality of landscape and townscape	✓	✓	✓	✓	A masterplan has been created for the sub area with respect to the history of the area, its existing character and townscape and strategic viewing considerations at a granular level. Informed by the masterplan, requirements for each site allocation within the sub area are carefully designed in terms of design guidance, heritage reservation and building height guidance.
IIAO 12	To conserve and enhance the historic environment and cultural assets	✓	-	✓	✓	The masterplan also takes into consideration for the sub area the history of the area, cultural assets and community heritage at a granular level, including the railway bridge at Rotherhithe new Road as a structure of historical significance. It informs the strategic planning for the whole sub area to enhance the historic environment and cultural assets.
IIAO 13	To protect and enhance open spaces, green corridors and biodiversity	✓	-	✓	✓	As part of the Greener Belt Strategy, the sub area provides a strategic planning for new pedestrian and cycle links providing safe walking routes and green corridors between schools and local community facilities. In addition, development on the site allocations will be required to provide open and green spaces providing a tranquil environment and comfortable places to sit and socialise or rest.

IIAO 14	To reduce vulnerability to flooding	✓	-	✓	✓	<p>Developing at higher densities could free up more space for landscape enhancements and flood mitigation measures as part of new and improved open spaces and public realm. Meanwhile, the plan requires flood risk to be reduced through implementing onsite sustainable urban drainage measures.</p> <p>A detailed site-specific SFRA will be required for development in the sub area to ensure flood risks will be properly mitigated and minimise flood risk to the wider area through measures on site as mentioned above.</p>
IIAO 15	To provide everyone with the opportunity to live in a decent home	-	-	-	-	<p>The purpose of industrial intensification around the area is to generate new employment floorspace for industrial uses which are not necessarily compatible with residential or other sensitive areas. This means that the number of new homes to be delivered in this area will be limited to infill sites in the surrounding area. However, it aligns with the strategic objective of the plan to meet excellent living standard for new homes with protected amenity through careful spatial planning.</p>
IIAO 16	To promote sustainable transport and minimise the need to travel by car	✓✓	-	✓✓	✓✓	<p>In response to the Climate Emergency, the action area takes a people centred approach to movement with a particular focus on reducing the impact of carbon emissions from vehicles. Traffic movements will be reduced with the creation of safe and accessible walking and cycling routes, which become the first choice for moving around the area. New walkable neighbourhoods will benefit from the new parks and spaces in the greener belt, new developments that will be car free and the proximity to the new tube stations of the Bakerloo line extension.</p> <p>The transition to less polluting and low carbon vehicles, such as electric vehicles, will be supported especially for commercial vehicles, which are using the street the most. As such, the sub area will provide the required infrastructure to support the transition to net zero carbon with the reliable source of fuel or electricity for the convenient and security of business operation.</p>
IIAO 17	To provide the necessary infrastructure to support existing and future development	✓✓	✓	✓✓	✓✓	<p>The efficient delivery of quality development in the area will accelerate Community Infrastructure Levy (CIL) payments and other financial contributions toward enhancement to infrastructure capacity and the cost of Bakerloo Line Extension. This is planned alongside the thorough phasing plan for new development in the area to ensure the growth and regeneration of the area is well supported by the essential travel infrastructure.</p> <p>In addition, the area shares the border boundary with Lewisham, which sees a planning application granted at Silwood Street for 61 homes and 1,616 sqm commercial floorspace and a masterplan for the development of land around Millwall Football Stadium to provide 2,400 new homes and commercial floorspace and a new overground station at new Bermondsey. It presents a significant opportunity for new homes, jobs and activity to South Bermondsey which requires collaboration between Southwark and Lewisham for business relocation and growth across both boroughs.</p>

Option 2 for industrial intensification in Sub Area 5, South Bermondsey (Sites 1 – 4)

Option 2 for industrial intensification in Sub Area 5, South Bermondsey (Sites 1 - 4)						
IIA Objective	Description	Area-wide	Timescale			Commentary
			Short term	Medium term	Long term	
IIAO 1	To tackle poverty and encourage wealth creation	✓✓	✓✓	✓✓	✓✓	The option 2 for industrial intensification in South Bermondsey comprises sites 1 to 4 within South Bermondsey diveunder and Bermondsey trading estate sites. It provides opportunities for an uplift of 78,492sqm additional floorspace including in the arches. As a result, new job opportunities will be created to boost local economy.
		✓✓	✓	✓✓	✓✓	Aligning with the policies in the plan, at least 10% affordable workspace at discount market rents will be provided over 30 years by new development of over 500 sqm GIA (gross) of employment floorspace. This is part of the bow tie employment strategy, which works to prioritise industrial, distribution, warehousing and creative makerspaces in the area and ensure the residents are trained and ready to access the new job opportunities.
	Average Scoring	✓✓	✓	✓✓	✓✓	
IIAO 2	To improve the education and skill of the population	✓✓	✓✓	✓✓	✓✓	Aligning with the policies in the plan, major developments in the sub area will be required to provide specific programmes for mentorship, training or jobs for young people. As such, it will support the young generations to build up skills for employability and benefit from social regeneration.
		✓✓	✓✓	✓✓	✓✓	Aligning with the policies in the plan, many new jobs and training opportunities will be generated in the sub area as the provision is required for planning applications during the construction phase and in completed developments.
	Average Scoring	✓✓	✓✓	✓✓	✓✓	
IIAO 3	To improve the health of the population	✓	✓	✓	✓	The area vision looks to carefully design the servicing and road network by carefully assessing and monitoring the potential impact of development which intensifies industrial uses on both the condition of the public realm and road network and the impacts on congestion, pollution and require development to contribute or offset these impacts, particularly around Rotherhithe New Road and Ilderton Road. Proposals for additional vehicle servicing routes on to the local network will not be acceptable except where they improve traffic impacts.
IIAO 4	To reduce the incidence of crime and the fear of crime	✓	-	✓	✓	The creation of new walking and cycling routes around the railway arches and South Bermondsey Station, designed through the excellent design in accordance with the 'design out crime principles', will become a pleasant and safe environment with well-

						lit routes and vibrant activities that will provide natural surveillance to reduce the perception of crime and incidence of crime.
IIAO 5	To promote social inclusion, equality, diversity and community cohesion	✓	✓	✓	✓	A well-connected network will be in place to link the sites to the other uses in the wider areas, including the Southwark Bermondsey Station, Quiet Way 1, Old Kent Road, the local shopping parade and Bolina Road at the borough border with Lewisham. It aims to promote connection and social interaction between communities.
IIAO 6	To reduce contributions to climate change	✓	✓	✓	✓	Carbon offset fund will be collected in the area from development where it is not feasible to achieve zero carbon emission on site. The planning contributions, paid as the shortfall in on site carbon saving, will be spent on offsetting measures to reduce carbon emission in the existing buildings across the area. As a result, this will help to achieve carbon reduction.
		✓✓	✓✓	✓✓	✓✓	Being a net zero carbon Area Action Plan, all new development will achieve net zero carbon by meeting the highest on site performance including the highest environmental building standards and net zero electricity and heating systems, banning gas boilers as the permanent heating solutions. They will also be required to connect to or enable future connection to a district heat network, which provides a supply of low carbon heat to homes, businesses and public buildings. The current district heat network for Old Kent Road is SELCHP.
		✓✓	✓	✓✓	✓✓	It creates an opportunity to take a holistic approach to enhancing environment and networks for cycling and walking through the area-wide master planning to encourage active travel modes as an alternative to the usage of private car, which in turn significantly reduces contributions to climate change.
	Average Scoring	✓✓	✓✓	✓✓	✓✓	
IIAO 7	To improve the air quality	✓✓	-	✓✓	✓✓	In short term, air quality may be negatively impacted due to construction, where mitigation measures will be implemented. In long term, excellent design delivered through new developments within buildings and space in between will provide green infrastructure and encourage active travel modes including walking and cycling, which will in turn reduce the usage and emission of private cars (through phased plans for reducing parking provision and construction and transport management). It The design for green infrastructure will also effectively absorb greenhouse gases and reduce the concentration of air pollutants. It will significantly contribute to improving air quality and health of the communities.
		✓✓	-	✓✓	✓✓	The typologies in the masterplan promotes innovative solutions such as 'stacking' industrial uses in multi-storey buildings from 2 to 5 storeys across the sites. Recognising that servicing is considered carefully to enable commercial premises to function without conflict with residential development, the plan sets out consolidation of servicing to enable more efficient movement of vehicles and reduce the pressure on the road network and improve air quality. It aims to maintain good air quality whilst ensuring efficient transport service is in place to support the vibrancy of businesses.

	Average Scoring	✓✓	-	✓✓	✓✓	
IIAO 8	To avoid waste and maximise, reuse or recycle waste arising as a resource	-	-	-	-	Substantial demolition and intensification of development will create new waste demands to be managed. In order to effectively manage waste and reduce waste going to landfill, new development is required to provide adequate management of waste from construction and intensified development in accordance with the waste management hierarchy. For new development in the sub area services will be provided by the Old Kent Road integrated waste management facility including materials recovery and mechanical biological treatment.
		✓✓	✓✓	✓✓	✓✓	The development in the sub area will connect to SELCHP district heat network that turns waste into energy and converts the excess heat to heat that can be used in heating buildings. This is considered to be a renewable source of heat, a process to more sustainably manage waste through combustion, to reduce the amount of waste going to landfill.
	Average Scoring	✓	✓	✓	✓	
IIAO 9	To encourage sustainable use of water resources	✓	✓	✓	✓	It could place additional pressures on the water network but development comes with the potential for water-recycling and sustainable water measures when development is in operation. The masterplan for the sub area and policies for new development in the area ensure proper water management is in place, including communal sustainable urban drainage systems (SuDS), to reduce water use, improve water quality, reuse rainwater and contain rainwater discharge.
IIAO 10	To maintain and enhance the quality of land and soils	✓	✓	✓	✓	New development will be redeveloped on brownfield sites, providing opportunities to remediate contaminated land and utilise urban greening through the choice of the appropriate types and design of trees planting. As such, it helps to improve the soil quality with the creation of new green public space.
IIAO 11	To protect and enhance quality of landscape and townscape	✓	✓	✓	✓	A masterplan has been created for the sub area with respect to the history of the area, its existing character and townscape and strategic viewing considerations at a granular level. Informed by the masterplan, requirements for each site allocation within the sub area are carefully designed in terms of design guidance, heritage reservation and building height guidance.
IIAO 12	To conserve and enhance the historic environment and cultural assets	✓	-	✓	✓	The masterplan also takes into consideration for the sub area the history of the area, cultural assets and community heritage at a granular level, including the railway bridge at Rotherhithe new Road as a structure of historical significance. It informs the strategic planning for the whole sub area to enhance the historic environment and cultural assets.
IIAO 13	To protect and enhance open spaces, green corridors and biodiversity	✓	-	✓	✓	As part of the Greener Belt Strategy, the sub area provides a strategic planning for new pedestrian and cycle links providing safe walking routes and green corridors between schools and local community facilities. In addition, development on the site

						allocations will be required to provide open and green spaces providing a tranquil environment and comfortable places to sit and socialise or rest.
IIAO 14	To reduce vulnerability to flooding	✓	-	✓	✓	<p>Developing at higher densities could free up more space for landscape enhancements and flood mitigation measures as part of new and improved open spaces and public realm. Meanwhile, the plan requires flood risk to be reduced through implementing onsite sustainable urban drainage measures.</p> <p>A detailed site-specific SFRA will be required for development in the sub area to ensure flood risks will be properly mitigated and minimise flood risk to the wider area through measures on site as mentioned above.</p>
IIAO 15	To provide everyone with the opportunity to live in a decent home	-	-	-	-	The purpose of industrial intensification around the area is to generate new employment floorspace for industrial uses which are not necessarily compatible with residential or other sensitive areas. This means that the number of new homes to be delivered in this area will be limited to infill sites in the surrounding area. However, it aligns with the strategic objective of the plan to meet excellent living standard for new homes with protected amenity through careful spatial planning.
IIAO 16	To promote sustainable transport and minimise the need to travel by car	✓✓	-	✓✓	✓✓	<p>In response to the Climate Emergency, the action area takes a people centred approach to movement with a particular focus on reducing the impact of carbon emissions from vehicles. Traffic movements will be reduced with the creation of safe and accessible walking and cycling routes, which become the first choice for moving around the area. New walkable neighbourhoods will benefit from the new parks and spaces in the greener belt, new developments that will be car free and the proximity to the new tube stations of the Bakerloo line extension.</p> <p>The transition to less polluting and low carbon vehicles, such as electric vehicles, will be supported especially for commercial vehicles, which are using the street the most. As such, the sub area will provide the required infrastructure to support the transition to net zero carbon with the reliable source of fuel or electricity for the convenient and security of business operation.</p>
IIAO 17	To provide the necessary infrastructure to support existing and future development	✓✓	✓	✓✓	✓✓	<p>The efficient delivery of quality development in the area will accelerate Community Infrastructure Levy (CIL) payments and other financial contributions toward enhancement to infrastructure capacity and the cost of Bakerloo Line Extension. This is planned alongside the thorough phasing plan for new development in the area to ensure the growth and regeneration of the area is well supported by the essential travel infrastructure.</p> <p>In addition, the area shares the border boundary with Lewisham, which sees a planning application granted at Silwood Street for 61 homes and 1,616 sqm commercial floorspace and a masterplan for the development of land around Millwall Football Stadium to provide 2,400 new homes and commercial floorspace and a new overground station at new Bermondsey. It presents a significant opportunity for new homes, jobs and activity to South Bermondsey which requires collaboration between Southwark and Lewisham for business relocation and growth across both boroughs.</p>

Old Kent Road Area Action Plan

Proposed Submission Version

October 2024

Integrated Impact Assessment Appendices

Appendix 8: Monitoring Indicators against Sustainability Objectives

Old Kent Road Area Action Plan 2024 Integrated Impact Assessment: Document Locator	
No.	Title
Appendix 1	SEA Directive Requirement
Appendix 2	Relevant Plans, Programmes and Strategies
Appendix 3	Baseline Data – Facts and Figures
Appendix 4	Sustainability Appraisal Framework
Appendix 5	Assessment of the Strategy and Vision
Appendix 6	Assessment of the Strategic and Development Management Policies
Appendix 7	Assessment of the Sub Areas and Site Allocations
Appendix 8	Monitoring Indicators against Sustainability Objectives
Appendix 9	Baseline Indicators Table
Appendix 10	Options Testing
Appendix 11	Scoping Report Consultation Summary and link to OKR AAP Scoping Report
Appendix 12	Reasonable Alternatives Considered
Appendix 13	Mental Well-being Impact Assessment Screening
Appendix 14	OKR AAP References

Appendix 8: Monitoring indicators against sustainability objectives

The extent to which each proposed monitoring indicator relates with and reflects the sustainability effects has been examined, to ensure the monitoring regime is robust and effective in identifying any trends in the sustainability effects, both predicted and unforeseen, of the local plan where preventative or mitigation measures can be undertaken. The results are set out in the following table.

Baseline indicators		Sustainability objective(s) which can contribute to effecting the positive change																	
		1 To tackle poverty and encourage wealth creation	2 To improve the education and skill of the population	3 To improve the health of the population	4 To reduce the incidence of crime and the fear of crime	5 To promote social inclusion, equality, diversity and community cohesion	6 To mitigate impacts of and adapt to climate change	7 To improve the air quality of Southwark	8 To avoid waste and maximise, reuse or recycle waste arising as a resource	9 To encourage sustainable use of water resources	10 To maintain and enhance the quality of land and soil	11 To protect and enhance quality of landscape and townscape	12 To conserve and enhance the historic environment and cultural assets	13 To protect and enhance open spaces, green corridors and biodiversity	14 To reduce vulnerability to flooding	15 To provide everyone with the opportunity to live in a decent home	16 To promote sustainable transport and minimise the need to travel by car	17 To provide the necessary infrastructure to support existing and future development	
Equality																			
Southwark	Index of multiple deprivation	√	√	√	√	√										√			
	The Income Deprivation Affecting Children Index 2019 (IDACI)	√	√	√	√	√										√			
	The Income Deprivation Affecting Older People Index 2019 (IDAOPI)	√	√	√	√	√										√			
Old Kent Road	Index of Multiple deprivation	√	√	√	√	√													
	Child poverty rate	√	√	√	√	√													
	Unemployment rate	√	√			√													
	Percentage of working age population who are claiming out of work benefit	√	√			√													
Housing																			
Southwark	Provision of new homes against the demand set out in Southwark SHMA 2019	√				√										√		√	
	Provision and percentage of new affordable homes against the demand set out in Southwark SHMA 2019	√		√	√	√										√		√	
	Provision of new family-sized social housing against the demand set out in Southwark SHMA 2019	√		√	√	√										√		√	
Old Kent Road	Provision of new homes in the Old Kent Road Opportunity Area	√		√	√	√										√		√	
	Percentage and number of new affordable homes approved in the OKR OA	√		√		√										√			
	Provision of affordable housing size mix in the OKR OA against the housing waiting list	√				√										√			
	Provision of student homes															√			
	Provision of co-living homes															√			
Social cohesion																			
Southwark	The percentage of residents being an active member of their community		√	√	√	√												√	
	The percentage of residents feeling they contribute to the local economy	√	√	√	√	√										√		√	
	The percentage of residents volunteering in Southwark Council		√	√		√												√	
	The percentage of residents who feel wholly or partly positive about change in the borough	√	√	√	√	√	√	√	√	√	√	√	√	√	√	√	√	√	√
	The percentage of residents who have	√	√	√	√	√	√	√	√	√	√	√	√	√	√	√	√	√	√

	personally benefitted from change																	
	Local perceptions of neighbourliness and how well local people get on well together (emerging) ¹	√		√	√	√												
	The local perceptions of the ability to have their voice heard and influence decisions (emerging) ²	√	√			√												
Old Kent Road	Not clear specific indicator for the Old Kent Road but ongoing research and consultation will reflect social cohesion in the Old Kent Road																	
Public health and well-being																		
Southwark	Life expectancy at birth for males and females	√	√	√	√	√	√	√						√	√	√	√	√
	Healthy life expectancy at birth for males and females	√	√	√	√	√	√	√						√	√	√	√	√
	The number of excess winter deaths	√	√	√		√	√									√		√
	The percentage of adult carers who have as much social contact as they would like	√		√	√	√										√	√	√
	The percentage of physically active adults	√	√	√	√							√		√		√	√	√
	The number and percentage of reception and Year 6 children who are overweight (including obesity)	√	√	√	√							√		√		√	√	√
Old Kent Road	Life expectancy at birth for males and females	√	√	√	√							√		√		√	√	√
	The number and percentage of reception and Year 6 children who are overweight or obese	√	√	√	√							√		√		√	√	√
Education, skills and training																		
Southwark	The number and percentage of 16-17 year olds not in education, employment or training (NEET) or whose activity is not known	√	√	√	√							√		√		√	√	√
	The number and percentage of people aged 16-64 attaining a NVQ Level Four or higher	√	√	√	√							√		√		√	√	√
	The number and percentage of residents with no qualifications	√	√	√	√							√		√		√	√	√
	The ranking in Education and Skills deprivation	√	√	√	√							√		√		√	√	√
	The number of apprenticeships created within the borough	√	√	√	√							√		√		√	√	√
Old Kent Road	Percentage of pupils achieving a good level of development at age 5 years old	√	√	√	√							√		√		√	√	√
Safety																		
Southwark	Crime rate per 1000 of the population for key offences	√	√	√	√	√								√		√		√
	The total number of key offences	√	√	√	√	√								√		√		√
	The ranking in crime deprivation	√	√	√	√	√								√		√		√
	The number of pedestrians' cyclists' casualties	√	√		√	√		√						√		√	√	√
	The number of fatal and serious casualties of pedestrians and cyclists	√	√		√	√		√						√		√	√	√
	The local perception of safety and crime	√	√		√	√		√						√		√	√	√
Old Kent Road	crimes per 1000 residents	√	√		√	√		√					√		√	√	√	
Economy and employment																		
Southwark	Number of employee jobs	√	√			√							√	√		√	√	√
	Number of micro and small-to-medium sized enterprises	√	√	√		√									√	√	√	√
	Percentage of unemployed population	√	√	√		√									√	√	√	√
Old Kent Road	Number of micro and small-to-medium sized enterprises	√	√	√		√									√	√	√	√
	Employment floorspace	√	√	√		√												√
	Number of rateable properties in industrial sector		√			√												√

¹ Available when social research for Southwark's Social Regeneration Charter is published

² Available when social research for Southwark's Social Regeneration Charter is published

	Number of rateable properties in the office sector		√			√												√
	Number of life science local units		√			√												√
Retail and town centres																		
Southwark	Percentage of takeaways outlets within a walking distance (400m) of a secondary school	√	√	√														√
	Primary shopping frontage vacancy rates												√					
	Secondary shopping frontage vacancy rates												√					
Old Kent Road	Percentage of takeaway outlets within a walking distance (400m) of a secondary school	√	√	√														√
	Old Kent Road frontage vacancy rates												√					
Energy and Climate Change																		
Southwark	Energy consumption per sector							√	√									
	Domestic consumption per capita of natural gas							√	√									
	Domestic consumption per capita of electricity							√	√									
	Local carbon dioxide emissions (tonnes of CO2)							√	√									
	Number of households experiencing fuel Poverty	√	√				√										√	
Old Kent Road	Levels of Nitrogen Dioxide and other pollutants in the Old Kent Road							√	√					√		√	√	√
Air Quality																		
Southwark	Concentration level of NO2							√	√					√		√	√	√
	Concentration level of PM10							√	√					√		√	√	√
	Concentration level of PM2.5																	
Old Kent Road	Concentration Level of NO2 in Old Kent Road OA							√	√					√		√	√	√
	Concentration Level of PM10 on Old Kent Road																	
Transport																		
Southwark	Journey to work by mode		√	√	√	√	√	√						√			√	√
	Frequency of Cycling as mode of Transport		√	√	√	√	√	√						√			√	√
Old Kent Road	Journey to work by mode			√				√	√								√	√
	Number of Controlled Parking Zones (CPZs) in the Old Kent Road Opportunity Area							√									√	
Biodiversity																		
Southwark	Number of SINC Sites												√		√	√		√
	Number of Local Nature Reserves												√		√	√		√
	Number of New Protected Sites												√		√	√		√
Old Kent Road	Number of SINC Sites												√		√	√		√
	Number of Local Nature Reserves												√		√	√		√
	Number of New Protected Sites												√		√	√		√
Open Spaces/soil																		
Southwark	Open Spaces (hectares per 1,000 people)												√	√	√	√	√	√
	Park provision (hectares per 1,000 people)												√	√	√	√	√	√
	Satisfaction with the quality of open space												√	√	√	√	√	√
	Satisfaction with natural greenspace provision												√	√	√	√	√	√
	Number of Allotments (Community gardens)												√	√	√	√	√	√
Old Kent Road	Hectares of open space per 1,000 population												√	√	√	√	√	√
	% of land in the OKR OA within 400m catchment of parks												√	√	√	√	√	√
Flood Risk, Water Resources and Quality																		
Southwark	Domestic Water Demand across the entire borough, as a proxy measure of water consumption (expected)												√					
	Number of planning permissions granted contrary to the advice of the Environment Agency on flood defence & water quality												√			√		

	grounds																	
	Quality of water at consumer's tap (zones) – against National Standards (number of tests failed) Thames Water Aggregated									√						√		
Old Kent Road	Domestic water demand									√						√		
Waste management																		
Southwark	Recycling and composting rate (%)		√							√								
	Amount of municipal waste diverted from landfill (recovery rate %)		√							√								
Old Kent Road	Data unavailable at this level																	
Noise management																		
Southwark	The rate of complaints about noise											√					√	
Old Kent Road	Data unavailable at this level																	
Play facilities																		
Southwark	Number of open spaces with play facilities					√						√	√	√				
	Level of satisfaction with children's play spaces					√						√	√	√				
Old Kent Road	Number of open spaces with play facilities					√						√	√	√				
Quality in Design and Conservation of Historic Environment																		
Southwark	Number of historic environment assets											√	√					
Old Kent Road	Number of historic environment assets											√	√					



Old Kent Road Area Action Plan

Proposed Submission Version

October 2024

Integrated Impact Assessment Appendices

Appendix 9: Baseline Indicators Table

Old Kent Road Area Action Plan 2024 Integrated Impact Assessment: Document Locator	
No.	Title
Appendix 1	SEA Directive Requirement
Appendix 2	Relevant Plans, Programmes and Strategies
Appendix 3	Baseline Data – Facts and Figures
Appendix 4	Sustainability Appraisal Framework
Appendix 5	Assessment of the Strategy and Vision
Appendix 6	Assessment of the Strategic and Development Management Policies
Appendix 7	Assessment of the Sub Areas and Site Allocations
Appendix 8	Monitoring Indicators against Sustainability Objectives
Appendix 9	Baseline Indicators Table
Appendix 10	Options Testing
Appendix 11	Scoping Report Consultation Summary and link to OKR AAP Scoping Report
Appendix 12	Reasonable Alternatives Considered
Appendix 13	Mental Well-being Impact Assessment Screening
Appendix 14	OKR AAP References










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Appendix 9: Baseline Indicators Table

Summary of baseline indicators as taken from Appendix 3 – Baseline Data. These indicators will be monitored on an ongoing basis as part of the IIA.







The Baseline data has been set out for the Old Kent Road Below. The Baseline data for Southwark has also been set out as some data is not available for this geographical area level of the Opportunity Area.

Old Kent Road Specific Baseline Indicators

Objective & indicator for assessment	Old Kent Road statistic	Direction of change	London statistic	National statistic	Source	Most recent data	Frequency of collection
Population							
Indices of Deprivation	<p>Southwark as a whole has an ID score of 25.8, and is one of the most deprived boroughs in England, ranked 43rd out of 326 local authorities .</p> <p>The average ID score across the six MSOAs falling within the OKR OA is 34.7 , which indicates higher levels of deprivation than Southwark as a whole.</p> <p>Within the Old Kent Road Ward, the ID score is 31.9 , which indicates higher levels of deprivation than Southwark as a whole.</p> <p>The majority of the LSOAs within the OKR OA are in the top 30% most deprived in England .</p>	N/A 	N/A	N/A	<p> “English indices of deprivation 2019 – Local Authority District Summaries”, 2019, available at: https://assets.publishing.service.gov.uk/media/5d8b3cfbe5274a08be69aa91/File_10_-_IoD2019_Local_Authority_District_Summaries_lower-tier_.xlsx</p> <p> “English Indices of Deprivation 2019 maps”, My Society, 2019, available at: https://research.mysociety.org/sites/imd2019/media/data/imd2019_msoa_level_data.csv</p> <p> “Southwark’s Joint Strategic Needs Assessment - East Central Southwark”, Southwark Council, 2023, available at: https://www.southwark.gov.uk/assets/attach/250837/2023-multi-ward-area-profiles-east-central-feb24-.pdf</p> <p> “Indices of Deprivation – London Datastore”, Mayor of London, 2019, available at: http://dclgapps.communities.gov.uk/imd/ioid_index.html</p>	2023; 2019	As available

Objective & indicator for assessment	Old Kent Road statistic	Direction of change	London statistic	National statistic	Source	Most recent data	Frequency of collection
					# By their nature, The English indices of deprivation relate to relatively small geographic areas (lower-layer super output areas), and as such there is no regional or national ID data.		
Child poverty	<p>The average child poverty rate across the two parliamentary consistencies in which the OKR OA is located is 35.6%▲.</p> <p>This is slightly lower than Southwark as a whole, which has a child poverty rate of 36.2%▲.</p>	Decrease▲	33%	31%	<p>▲End Child Poverty estimates, 2022, available at: https://endchildpoverty.org.uk/wp-content/uploads/2023/06/Child-Poverty-AHC-estimates-2015-2022_final.xlsx</p> <p>▲ Based on comparison with the 2014/2015 rate (a decrease of 12%) reported by End Child Poverty</p>	2022	Yearly
Unemployment	<p>The average unemployment level across the six MSOAs falling within the OKR OA is 6.82%▲.</p> <p>This is higher than Southwark as a whole, which has an average unemployment level of 5.6%▲.</p>	N/A#	4.8%	3.5%	<p>▲ “Economically active and unemployed, usual residents aged 16 years and over, 2021, local authorities in England and Wales”, ONS Census data, 2021, available at: https://www.ons.gov.uk/employmentandlabourmarket/peopleinwork/employmentandemployeetypes/bulletins/economicactivitystatusenglandandwales/census2021#economically-active-unemployed</p> <p># The 2011 census did not collect data about the ‘economically active and unemployed’ population, preventing a comparison from being made.</p>	2021	Ten yearly
Benefit claimants	<p>8.6% of the working age population in the East Central Southwark MWA are claiming out of work benefit▲. Within the Old Kent Road Ward, the rate is 9.7%▲.</p> <p>This is higher than Southwark as whole, which has a benefits claimants rate of 6.9%▲.</p>	N/A#	6.3%	5.0%	<p>▲Southwark’s Joint Strategic Needs Assessment - East Central Southwark”, Southwark Council, 2023, available at: https://www.southwark.gov.uk/assets/attach/250837/2023-multi-ward-area-profiles-east-central-feb24-.pdf</p> <p># Earlier versions of the JSNA did not collect data about those claiming out of</p>	2023	Yearly

Objective & indicator for assessment	Old Kent Road statistic	Direction of change	London statistic	National statistic	Source	Most recent data	Frequency of collection		
					work benefit, preventing a comparison from being made.				
Housing									
Provision of new homes in the OKR OA	Since 2016, as of May 2023:		Increase	-	-	Southwark Affordable Housing Delivery document, Southwark Council, 2023, available at: https://oldkentroad.org.uk/wp-content/uploads/AffordableHousing180523.pdf	2023	As available	
	Status	Unit							
	Completed	708							
	Under construction	1,825							
	In the pipeline	800							
Total	3,333								
% and number of new affordable homes approved in the OKR OA	Since 2016, as of May 2023:		Increase	-	-	Southwark Affordable Housing Delivery document, Southwark Council, 2023, available at: https://oldkentroad.org.uk/wp-content/uploads/AffordableHousing180523.pdf	2023	As available	
	Status	Unit							
	Completed	338							
	Under construction	1,059							
	In the pipeline	312							
Total	1,709								
This is equivalent to 51.2% of the total homes approved.									
Provision of affordable housing size mix in the OKA OA against the housing waiting list	Social rent homes – built, under construction, in the pipeline	Demand for Social Rent homes	% of demand for social rent homes met	Increase	-	-	2023	As available	
	1 bed	335	935						35.8%
	2 bed	329	1190						27.7%
	3 bed	297	928						32%
	4 bed	40	444						9%
Provision of student homes	Since 1st April 2018, as of July 2024		Increase	-	-	Housing Phasing Chart, Southwark Council, 2024, available at: https://oldkentroad.org.uk/documents/	2024	Monthly	
	No.of sites approved with some PBSA	4							
	Since 1st April 2018, as of July 2024								










Objective & indicator for assessment	Old Kent Road statistic		Direction of change	London statistic	National statistic	Source	Most recent data	Frequency of collection						
		No. of student beds approved												
	Completed	524												
	Under construction	676												
	In the pipeline	941												
	Total	2,141												
Provision of co-living homes	<table border="1"> <tr> <td colspan="2" data-bbox="322 435 831 462">Since 1st April 2018, as of July 2024</td> </tr> <tr> <td data-bbox="322 462 719 550">No. of sites received resolution of grant subject to S106 agreement with some co-living units</td> <td data-bbox="719 462 831 550">2</td> </tr> </table>		Since 1st April 2018, as of July 2024		No. of sites received resolution of grant subject to S106 agreement with some co-living units	2	Increase	-	-	Housing Phasing Chart, Southwark Council, 2024, available at: https://oldkentroad.org.uk/documents/	2024	Monthly		
Since 1st April 2018, as of July 2024														
No. of sites received resolution of grant subject to S106 agreement with some co-living units	2													
	<table border="1"> <tr> <td colspan="2" data-bbox="322 587 831 614">Since 1st April 2018, as of July 2024</td> </tr> <tr> <td data-bbox="322 614 577 673"></td> <td data-bbox="577 614 831 673">No. of co-living units</td> </tr> <tr> <td data-bbox="322 673 577 759">Received resolution to grant subject to S106 agreement</td> <td data-bbox="577 673 831 759">890</td> </tr> </table>		Since 1st April 2018, as of July 2024			No. of co-living units	Received resolution to grant subject to S106 agreement	890						
Since 1st April 2018, as of July 2024														
	No. of co-living units													
Received resolution to grant subject to S106 agreement	890													
Education, skills and training														
School readiness	69.9% of children achieved a good level of development at the end of Reception 2022/2023 		Increase 	69.1% 	67.2% 	 “Academic year 2022/23 - Early years foundation stage profile results - Good level of development by region and local authority”, available at: https://explore-education-statistics.service.gov.uk/find-statistics/early-years-foundation-stage-profile-results/2022-23  Based on comparison with “Southwark’s Joint Strategic Needs Assessment - East Central Southwark”, Southwark Council, 2019, which reports a good level of development at age 5 years being achieved at the following rates: - 63.7% in the Old Kent Road ward; - 65.3% in the East Central Southwark MWA; - 65.3% across the borough as a whole;	2023	As available						






Objective & indicator for assessment	Old Kent Road statistic	Direction of change	London statistic	National statistic	Source	Most recent data	Frequency of collection
					- 62.2% across London; and - 60.4% at the national level. The above data is available at: https://www.southwark.gov.uk/assets/attach/10642/Multi-Ward-Area-Profiles-East-Central-Final.pdf		
Health and Wellbeing							
Childhood obesity	42.5% of Year 6 children in the East Central Southwark MWA are overweight or obese. Within the Old Kent Road Ward, the rate is 50.0% . 41.5% of Year 6 children in Southwark are overweight and obese.	Decrease in the MWA; Increase in the Ward#	38.1%# 38.8%	34.2%# 36.6%	# "Southwark's Joint Strategic Needs Assessment - East Central Southwark", Southwark Council, 2023, available at: https://www.southwark.gov.uk/assets/attach/250837/2023-multi-ward-area-profiles-east-central-feb24-.pdf # Based on a comparison with the JSNA Annual Report 2019, which reports 42.6% in East Central Southwark and 46.5% in the Old Kent Road Ward.	2023	Annual
Life expectancy	East Central Southwark MWA - Male life expectancy at birth: 77.8 years**	Increase	79.1 years#	78.9 years#	** Census 2021 (covering the 2020-2022 period), available at: https://www.ons.gov.uk/peoplepopulationandcommunity/birthsdeathsandmarriages/lifeexpectancies/bulletins/nationallifetablesunitedkingdom/2020to2022#:~:text=Life%20expectancy%20at%20birth%20in%2020%20to%202022%20was%20estimated,and%2082.8%20years%20for%20females # "Southwark's Joint Strategic Needs Assessment – Annual Report" (covering the 2020-2022 period), Southwark Council, 2023, available at: https://moderngov.southwark.gov.uk/documents/s115562/Apendix%201%20-%20JSNA%20Annual%20Report%202023%20Southwarks%20Joint%20Strategic%20Needs%20Assessment.pdf	2021	Ten yearly
	Southwark as a whole – Male life expectancy at birth: 78.2 years#	Increase					
	East Central Southwark MWA – Female life expectancy at birth: 82.7 years**	Increase	83.6 years#	82.8 years#			
	Southwark as a whole – Female life expectancy at birth: 83.3 years#	Increase					

Objective & indicator for assessment	Old Kent Road statistic	Direction of change	London statistic	National statistic	Source	Most recent data	Frequency of collection
					# "Life expectancy for local areas in England, Northern Ireland and Wales: between 2001 to 2003 and 2020 to 2022", ONS, available at: https://www.ons.gov.uk/peoplepopulationandcommunity/healthandsocialcare/healthandlifeexpectancies/bulletins/lifeexpectancyforlocalareasoftheuk/between2001to2003and2020to2022		
Safety							
Crime rates	<p>111.1 crimes per 1000 residents in the East Central Southwark MWA. Within the Old Kent Road Ward, the rate is 132.3 per 1000. ~</p> <p>Southwark as a whole has a rate of either:</p> <ul style="list-style-type: none"> - 130.8 per 1000. **; or - 124 per 1000 M depending on the source. 	Increase	100.9**	92.8**	<p>~ "Southwark's Joint Strategic Needs Assessment – East Central Southwark", Southwark Council, 2023, available at: https://www.southwark.gov.uk/assets/attach/250837/2023-multi-ward-area-profiles-east-central-feb24-.pdf</p> <p>**ONS Centre of Data and Justice "Crime in England and Wales: Police Force Area data tables", available at: https://www.ons.gov.uk/file?uri=/peoplepopulationandcommunity/crimeandjustice/datasets/policeforceareadatatables/yearendingmarch2023/pfatableyemar231.xlsx</p> <p>M "JSNA Annual Report 2023 - Southwark's Joint Strategic Needs Assessment". Southwark Council, 2023, available at: https://www.southwark.gov.uk/assets/attach/206524/JSNA-Annual-Report-2023.pdf</p>	2023	As available
Economy and Employment							
Number of micro and small to medium sized enterprises	Within the 6 MSOA falling within the OKAOA ~			-	-	2023	Annually
		2023	2019				
	Micro (0 to 9)	1,810 (88%)	1,920 (88%)	Decrease			
					~ "UK Business Counts – Enterprises by industry", ONS, 2023, available at: https://www.nomisweb.co.uk/home/release_group.asp?g=20		

Objective & indicator for assessment	Old Kent Road statistic		Direction of change		London statistic	National statistic	Source	Most recent data	Frequency of collection
	Small (10 to 49)	200 (9.8%)	195 (9%)	Increase					
	Medium-sized (50 to 249)	35 (1.7%)	40 (1.8%)	Decrease					
	Large (250+)	15 (0.7%)	10 (0.5%)	Increase					
	Total	2,050	2,175	Decrease					
Employment floorspace	<ul style="list-style-type: none"> over 592,568 sqm of employment floorspace; and 168,636 sqm of operational yard space. 		N/A		N/A	N/A	“Old Kent Road Business Survey Update Findings Report”, We Made That, 2019, available at: https://www.southwark.gov.uk/assets/attach/11363/SP421-Old-Kent-Road-Business-Survey-Update-2019-.pdf	2019	As available
Number of rateable properties in the industrial sector	410 rateable properties in industrial sector within the 6 MSOA falling within the OKAOA in 2023 🟢		Decrease 2019: 480		49,930	521,970	🟢 NDR Stock of Properties Tables by region, county, local authority district and middle and lower super output area, Valuation Office Agency, available at: https://www.gov.uk/government/statistics/non-domestic-rating-stock-of-properties-2024	2023	Annually
					2019: 49,570				
					<u>Inner London</u>				
					24,560				
					2019: 24,500				
Number of rateable properties in the office sector	600 rateable properties in office sector within the 6 MSOA falling within the OKAOA in 2023 🟢		Decrease 2019: 570		105,650	414,110	🟢 NDR Stock of Properties Tables by region, county, local authority district and middle and lower super output area, Valuation Office Agency, available at: https://www.gov.uk/government/statistics/non-domestic-rating-stock-of-properties-2024	2023	Annually
					2019: 104,860				
					<u>Inner London</u>				
					79,660				
					2019:				

Objective & indicator for assessment	Old Kent Road statistic	Direction of change	London statistic	National statistic	Source	Most recent data	Frequency of collection																								
			77,780																												
Number of life science local units	60 life science local units in the 6 MSOAs falling within the OKA OA	Increase 2019: 50	16,440 2019: 14,690	81,775 2019: 75,855	<p>“UK Business Counts – Local Units by industry”, ONS, 2023, available at: https://www.nomisweb.co.uk/home/release_group.asp?g=20</p> <p>To adequately reflect the size and shape of the UK life science sector as a whole as many sub-sectors cannot be separately identified, we have extended the definition of life science to include the following industries in the Standard Industry Classification (SIC) codes (SIC 2007):</p> <table border="1"> <thead> <tr> <th>Industry</th> <th>SIC code</th> </tr> </thead> <tbody> <tr> <td>Manufacture of basic pharmaceutical products</td> <td>21</td> </tr> <tr> <td>Manufacture of irradiation, electromedical and electrotherapeutic equipment</td> <td>266</td> </tr> <tr> <td>Manufacture of medical and dental instruments and supplies</td> <td>325</td> </tr> <tr> <td>Hospital activities</td> <td>861</td> </tr> <tr> <td>Medical and dental practice activities</td> <td>862</td> </tr> <tr> <td>Other human health activities</td> <td>869</td> </tr> <tr> <td>Wholesale of pharmaceutical goods</td> <td>4646</td> </tr> <tr> <td>Wholesale of chemical products</td> <td>4675</td> </tr> <tr> <td>Dispensing chemist in specialised stores</td> <td>4773</td> </tr> <tr> <td>Research and experimental development on biotechnology</td> <td>7211</td> </tr> <tr> <td>Research and experimental development on natural sciences and engineering</td> <td>7219</td> </tr> </tbody> </table>	Industry	SIC code	Manufacture of basic pharmaceutical products	21	Manufacture of irradiation, electromedical and electrotherapeutic equipment	266	Manufacture of medical and dental instruments and supplies	325	Hospital activities	861	Medical and dental practice activities	862	Other human health activities	869	Wholesale of pharmaceutical goods	4646	Wholesale of chemical products	4675	Dispensing chemist in specialised stores	4773	Research and experimental development on biotechnology	7211	Research and experimental development on natural sciences and engineering	7219	2023	Annually
Industry	SIC code																														
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Objective & indicator for assessment	Old Kent Road statistic	Direction of change	London statistic	National statistic	Source	Most recent data	Frequency of collection	
Hot food takeaways in proximity of schools	There are approximately 20 hot food takeaways within 400m of secondary schools in the Old Kent Road Opportunity Area.	Decrease 	N/A	N/A	“P45 Hot Food Takeaways – Review of the evidence”, Southwark Place and Health Improvement Section 2018”, Southwark Council, available at: https://www.southwark.gov.uk/assets/attach/11225/SP501-Southwark-Hot-Food-Takeaways-Report-2018-.pdf  Attributable to the introduction of Policy P48 of the Southwark Plan in 2022	2018	As available	
Hot food takeaways concentration within Secondary Shopping Frontages	9% of commercial units on the Old Kent Road, East Street and Dunton Road Secondary Shopping Frontage are in use as hot food takeaways. 9% of commercial units on the Old Kent Road and Peckham Park Road Secondary Shopping Frontage are in use as hot food takeaways. 27% of commercial units on the Ilderton Road Secondary Shopping Frontage are in use as hot food takeaways. 	Decrease 	N/A	N/A	 “Retail and Town Centre Uses December 2019”, Southwark Council, 2019, available at: https://www.southwark.gov.uk/assets/attach/11658/sp403-retail-background-paper.pdf  Attributable to the introduction of Policy P48 of the Southwark Plan in 2022	2019	975	
Vacancy rates	Class E Retail: 10.13% of all units in Old Kent Road North Town Centre is vacant. Class E Retail: 13.33% of all units in Old Kent Road South Town Centre is vacant.	N/A	N/A	N/A	Protected Shopping Frontages Survey 2023, Summary Report, Southwark	2024		As available
Energy and Climate Change								
Energy and Climate Change	No data available at the Opportunity Area Level. This is to refer to the Southwark wide data							
Air Quality								
Concentration of Nitrogen Dioxide	Mean of 8 NO2 diffuse tube locations in the Old Kent Road OA for between 2012 – 2022 	Decrease 	Average NO2	N/A	 “Air Quality Annual Status Report for 2022”, Southwark Council, 2023, available at:	2023; 2022	As available	

Objective & indicator for assessment	Old Kent Road statistic		Direction of change	London statistic	National statistic	Source	Most recent data	Frequency of collection														
	<table border="1"> <thead> <tr> <th>Year (December)</th> <th>Mean µg/m3</th> </tr> </thead> <tbody> <tr> <td>2012</td> <td>44.49</td> </tr> <tr> <td>2014</td> <td>69.18</td> </tr> <tr> <td>2016</td> <td>65.16</td> </tr> <tr> <td>2018</td> <td>49.02</td> </tr> <tr> <td>2020</td> <td>34.00</td> </tr> <tr> <td>2022</td> <td>34.29</td> </tr> </tbody> </table>	Year (December)	Mean µg/m3	2012	44.49	2014	69.18	2016	65.16	2018	49.02	2020	34.00	2022	34.29		A general pattern of decrease in all other pollutants  .	µg/m3 in London Roadside (Inner) location 2019: 45 2023: 29		https://www.southwark.gov.uk/environment/air-quality/air-quality-monitoring-data  "London Borough of Southwark - Nitrogen dioxide diffusion tube survey", Southwark Council, 2022, available at: https://www.southwark.gov.uk/assets/attach/7491/NO2-Diffusion-survey-data-2012-2022-all-data.xlsx  "Southwark Air Quality Action Plan 2023-2027", Southwark Council, 2023, available at: https://www.southwark.gov.uk/assets/attach/169719/Southwark-Air-Quality-Action-Plan-2023-to-2027.pdf Air quality in London 2016 – 2024, p.52, see: https://www.london.gov.uk/programmes-strategies/environment-and-climate-change/environment-and-climate-change-publications/air-quality-london-2016-2024		
Year (December)	Mean µg/m3																					
2012	44.49																					
2014	69.18																					
2016	65.16																					
2018	49.02																					
2020	34.00																					
2022	34.29																					
Concentration of PM10	Average annual mean PM ₁₀ from 2 Automatic Monitoring sites on the Old Kent Road: 19.5 µg/m3 		Decrease 2016: 24 µg/m3	-	-	 "Air Quality Annual Status Report for 2022", Southwark Council, 2023, available at: https://www.southwark.gov.uk/environment/air-quality/air-quality-monitoring-data	2022	As available														
Transport																						
Journey to work by mode	The method of travel to work for all usual residents aged 16 years and over in employment the week before the census 2021 living in 6 MSOAs falling within the OKA OA:		Census 2021 took place during a national lockdown. People who were furloughed (about 5.6 million) were advised to answer the transport to work question based on their previous travel patterns <i>before or</i>			"TS061 - Method used to travel to work", Office for National Statistics, 2023, available at: https://www.nomisweb.co.uk/query/construkt/submit.asp?forward=yes&menuopt=201&subcomp=	2021	As available														
	Work mainly at or from home	38.7%		42.1%	31.0%																	
	Underground, metro, light rail, tram, train, bus, minibus or coach	33.3%		24.1%	8.2%																	

Objective & indicator for assessment	Old Kent Road statistic		Direction of change	London statistic	National statistic	Source	Most recent data	Frequency of collection
	Taxi, motorcycle, scooter or moped, driving a car or van, passenger in a car or van	11.7%	during the pandemic. This means that the data does not accurately represent what they were doing on Census Day. Hence, this variable cannot be directly compared with the 2011 Census Travel to Work data.	23.3%	49.6%			
	Bicycle	5.7%		3%	2.1%			
	On foot	9.3%		6.4%	7.6%			
	Other method of travel to work	1.2%		1.2%	1%			
Number of Controlled Parking Zones	There are seven Controlled Parking Zones (CPZs) that overlap with the Old Kent Road Opportunity Area. There is also one CPZ in development within the Old Kent Road OA (this is the "Old Kent Road CPZ").		Decrease ↘	N/A	N/A	<p>"Parking Annual Monitoring Report 2018/19", Southwark Council, available at: https://www.southwark.gov.uk/assets/attachment/11828/Annual-Report-on-Parking-and-funding-2018-19-.pdf</p> <p>Parking zones, Southwark Council, available at: https://www.southwark.gov.uk/parking/find-somewhere-to-park/parking-zones</p> <p>↘ Attributable to the Council's pledge to reduce trips made by car/motorbike to 13% by 2041, the introduction/expansion of CPZs being a part of this strategy.</p>	2019; 2024	As available
Biodiversity								

Objective & indicator for assessment	Old Kent Road statistic	Direction of change	London statistic	National statistic	Source	Most recent data	Frequency of collection
Number of SINC Sites	8	N/A	N/A	N/A	<p>“Old Kent Road - Background Paper - Open Spaces”, Southwark Council, 2021, available at: https://www.southwark.gov.uk/assets/attach/32962/EIP148-Old-Kent-Road-Open-Space-Background-Paper-Jan-2021.pdf</p> <p>Southwark Plan 2022, Southwark Council, available at: https://www.southwark.gov.uk/assets/attach/94325/Southwark-Plan-2022.pdf [p.576 specifically]</p>	2021; 2022	As available
Range of Local Nature Reserves	The Old Kent Road OA has 0 Local Nature Reserves (LNR's) totalling 0 ha.	N/A	N/A	N/A	<p>“Southwark Nature Action Plan 2020 Protecting Biodiversity and Making Nature Accessible for All”, Southwark Council, available at: https://www.southwark.gov.uk/assets/attach/13066/Complete-SNAP-2020.pdf</p>	2020	As available
Range of New Protected Sites	There are no new protected sites in the Old Kent Road OA.	N/A	N/A	N/A	<p>Southwark Nature Action Plan 2020 Protecting Biodiversity and Making Nature Accessible for All”, Southwark Council, available at: https://www.southwark.gov.uk/assets/attach/13066/Complete-SNAP-2020.pdf</p> <p>“London Environment Strategy”, Mayor of London, 2017, accessible at: https://www.london.gov.uk/sites/default/files/london_environment_strategy_0.pdf [specifically: Habitat creation targets for London (Table 9)]</p> <p>“A Green Future: Our 25 Year Plan to Improve the Environment”, DEFRA, 2018, accessible from: https://assets.publishing.service.gov.uk/media/65fd713d65ca2f00117da89e/CD1.H_HM_Government_A_Green_Future_Our_25_Year_Plan_to_Improve_the_Environment.pdf</p>	2020; 2018	As available

Objective & indicator for assessment	Old Kent Road statistic	Direction of change	London statistic	National statistic	Source	Most recent data	Frequency of collection
Soil and Open Space							
Hectares of open space per 1,000 population	In 2021, 0.68 hectares of open space per 1,000 population ~	The Open Space Strategy (2013) sets a standard for the provision of parks which is 0.72ha per 1,000 of the population.	-	-	Old Kent Road Background Paper Southwark Council, 2021, available at : : https://www.southwark.gov.uk/planning-and-building-control/planning-policy-and-guidance/development-plan/area-action-plans-section/old-kent-road-aap/evidence-base ~ This is based on the population of 35,686 in 2018 within the OKR OA and inclusion of 1/3 of the Burgess Park.	2021	As available
% of the land within the OKAOR within 400m catchment of designated open space	In 2021, 100% of the land within the OKAOR is within 400m catchment of designated open space	-	-	-	Southwark Maps	2024	As available
Flood Risk, Water Resources and Quality							
Domestic Water Demand across the whole borough (as a proxy measure of water consumption)	111.33 litres per person per day (Old Kent Road)	Decrease (105 litres per person per day)	144.3 litres per person per day, 2021 – 22 average (Thames Water)	-	Old Kent Road Integrated Water Management Strategy Page 13, table 3.3 'Revised Draft Water Resources Management Plan (2024) https://www.thameswater.co.uk/media-library/home/about-us/regulation/water-resources/wrmp24-draft/technical-report/demand-forecast.pdf	2018	As Available
Waste Management							

Waste management	No data available at the Opportunity Area Level						
Noise Management							
Noise Management	No data available at the Opportunity Area Level						
Play Facilities							
Number of open spaces with play facilities	6 parks within play facilities within the OKR OA Burgess Park also accommodates play facilities and is just outside the OKROA	-	-	-	Old Kent Road Background Paper Southwark Council, 2021, available at: : https://www.southwark.gov.uk/planning-and-building-control/planning-policy-and-guidance/development-plan/area-action-plans-section/old-kent-road-aap/evidence-base	2021	As Available
Quality in Design and Conservation of Historic Environment							
Number of historic environment assets	Protected vista: 2 (One Tree Hill to St Paul's Cathedral and from Nunhead Cemetery to St Paul's Cathedral)	-	-	-	Southwark Maps	2024	As available
	Conservation areas: 8						
	Listed buildings: 76 (Grade II), 1 (Grade II*)						
	Locally Listed Buildings: 129						
	Archaeology priority areas: 1 (North Southwark and Roman Roads)						

Contextual characteristics

Objective & indicator for assessment	Old Kent Road statistic			Direction of change	London statistic	National statistic	Source	Most recent data	Frequency of collection
Population									
Demographic	Ethnic Group	East Central Southwark MWA	Old Kent Road Ward				<p>ONS Census data 2021, available at: https://www.ons.gov.uk/peoplepopulationandcommunity/birthsdeathsandmarriages/lifeexpectancies/bulletins/nationallifetablesunitedkingdom/2020to2022#:~:text=Life%20expectancy%20at%20birth%20in%202020%20to%202022%20was%20estimated,and%2082.8%20years%20for%20females</p> <p>“Southwark’s Joint Strategic Needs Assessment - East Central Southwark”, Southwark Council, 2023, available at: https://www.southwark.gov.uk/assets/attach/250837/2023-multi-ward-area-profiles-east-central-feb24-.pdf</p> <p>Note: figures have been rounded to the nearest whole number to standardise across the two data sources</p>	2021 ; 2023	Ten yearly; Yearly
	White	43%	35%	N/A	54%	81%			
	Black, Black British, Caribbean or African	35%	38%	N/A	14%	4%			
	Asian or Asian British	8%	9%	N/A	21%	10%			
	Mixed or Multiple Ethnic Groups	8%	7%	N/A	6%	3%			
	Chinese/Other	7%	11%	N/A	6%	2%			
Housing									
Social housing occupancy	<p>48% of housing in the East Central Southwark MWA is managed by Southwark Council or a TMO. Within the Old Kent Road Ward, the rate is 58%*.</p> <p>This is higher than Southwark as whole, where the rate is 40%*. Out of all local authorities in England, Southwark ranks joint highest with Hackney and Islington for the proportion of households that are socially rented.</p>			Increase#	23%	17%	<p>* “Southwark’s Joint Strategic Needs Assessment - East Central Southwark”, Southwark Council, 2023, available at: https://www.southwark.gov.uk/assets/attach/250837/2023-multi-ward-area-profiles-east-central-feb24-.pdf</p> <p>#The JSNA Annual Report 2019 reports 30.1% in East Central Southwark and 26.1% in the Old Kent Road Ward.</p>	2023	As available

Social Cohesion							
Social Cohesion	Old Kent Road Placemaking Study Outcomes: Suitable uses, typology, density and design options for the OKR AAP	Increase	N/A	N/A	Allies and Morrison – Placemaking Study	2016	As available
	Sense of community	Increase	N/A	N/A	Old Kent Road Social Life Research	2019	ongoing
Economy and Employment							
Employment land and job numbers	Old Kent Road is home to: • 9 industrial estates/areas; • 3 retail parks; • 2 high street locations; • 716 businesses; • 10,035 jobs; • over 592,568 sqm of employment floorspace; and 168,636 sqm of operational yard space.	N/A	N/A	N/A	“Old Kent Road Business Survey Update Findings Report”, We Made That, 2019, available at: https://www.southwark.gov.uk/assets/attach/11363/SP421-Old-Kent-Road-Business-Survey-Update-2019-.pdf	2019	As available
Number of life science enterprises	55 life science enterprises in the 6 MSOA falling within the OKA OA	Decrease 2019: 60	15,715 2019: 14,015	70,035 2019: 64,535	“UK Business Counts – Enterprises by industry”, ONS, 2023, available at: https://www.nomisweb.co.uk/home/release_group.asp?g=20 See also above ‘Number of life science local units’ dataset which sets out the industries that are included in the life science sector.	2023	Annually
Climate							
Employment land and job numbers	The Council’s Carbon Footprint from its own assets and operations is 432 ktCO2e, 16% of which is derived from its buildings.	A decrease in energy consumption and carbon emissions.. An increase in connections to District Heating Networks.	N/A	N/A	Old Kent Road Studies include: • “Local Development Order Southwark District Heating Network”, Southwark Council, 2023, available at: https://www.southwark.gov.uk/assets/attach/195041/Statement-of-reasons-LDO-Adoption-Version.pdf • “Old Kent Road Decentralised Energy Strategy”, Southwark Council, 2016, available at:	2023 ; 2020 ; 2016	As available

					<p>https://www.southwark.gov.uk/assets/attach/12827/EIP61-Old-Kent-Road-Decentralised-Energy-Strategy-2016-.pdf</p> <ul style="list-style-type: none"> “Decentralised Energy Feasibility Study”, Southwark Council, 2020, available at: https://www.southwark.gov.uk/assets/attach/23930/102046-LBS-OKR-REP-1-Decentralised-Energy-Feasibility-Study-V1A.pdf <p>Borough Wide Studies;</p> <p>“Tackling the Climate Emergency Together: Our strategy for a carbon neutral Southwark by 2030” available at: https://www.southwark.gov.uk/environment/climate-emergency/reaching-net-zero/our-plan-for-net-zero.</p>		
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Air Quality

Location of diffuse tubes in the OKR OA	SDT1	AQMS Old Kent Road - Tube 1 -		-	-	“Air Quality Annual Status Report for 2022”, Southwark Council, 2023, available at: https://www.southwark.gov.uk/environment/air-quality/air-quality-monitoring-data	2023	As available
	SDT2	AQMS Old Kent Road - Tube 2						
	SDT3	AQMS Old Kent Road - Tube 3						
	SDT31	Bricklayers Arms West						
	SDT49	Lamppost 129/08 Lynton Road west						
	SDT90	Lamppost Adjacent to 375 Old Kent Road						
	SDT91	Lamppost adjacent to 221 Old Kent Road						
	SDT92	Ilderton Primary School Ilderton Road						
Location of Automatic Monitoring Sites in the OKR OA	SWK 5	Old Kent Road -		-	-	“Air Quality Annual Status Report for 2022”, Southwark Council, 2023, available at: https://www.southwark.gov.uk/environment/air-quality/air-quality-monitoring-data	2023	As available
	SWK 9	Old Kent Road						

Open Space

	MOL	2		-	-		2023	
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Number of ranges of Open Space		-				<p>“Old Kent Road - Background Paper - Open Spaces”, Southwark Council, 2021, available at: https://www.southwark.gov.uk/assets/attach/32962/EIP148-Old-Kent-Road-Open-Space-Background-Paper-Jan-2021.pdf</p> <p>Southwark Plan 2022, Southwark Council, available at: https://www.southwark.gov.uk/assets/attach/94325/Southwark-Plan-2022.pdf [p.576 specifically]</p>	As available
	BOL	7					
	OOS	5					
Flood Risk							
Areas in the OKROA within Flood Zone 2	90% of the land within the OKROA is within Flood Zone 2	-	-	-	Southwark maps	2024	As available
Areas in the OKROA within Flood Zone 3	87.92% of the land within the OKROA is within Flood Zone 3	-	-	-	Southwark maps	2024	As available

Southwark Baseline Data

Social Conditions

Population

Contextual characteristics

Baseline data	Southwark			Southwark's maintenance target	London	National	Source	Most recent data	Frequency of collection
% of population demographic	White	Black	Asian	-	-	-	ONS 2023. Census 2021 – Age and ethnic group	2021	Annually
	51%	25%	10%						
	Mixed		Other						
	7%		6%						
% of population that are:	Religious	LGBT		-	-	-	ONS 2023. Census 2021 – Religion; ONS 2023. Census 2021 – Sexual Orientation; ONS 2023. Census 2021 – Health, disability and unpaid care;	2021	Annually
	Christian 43.3%	8%							
	Muslim 9.4%)								
	Buddhist 1.1%								
	Hindu 5.9%	Residents identifying as disabled							
	Jewish - 0.4%	14% of working-aged people (16-64))							
	Sikh 0.2%								
	Other faith 0.7%								
	No faith 36.4%								

Equality

Baseline Indicators

Baseline data	Southwark	Southwark's maintenance target	London	National	Source	Most recent data	Frequency of collection
Index of multiple deprivation	43 rd most deprived out of 317 local authorities in England; 8 th most deprived among 14 inner London boroughs; 9 th out of 33 local boroughs in London	Lower	-	-	English Indices of Deprivation 2019	Sep 2019	Annually
The Income Deprivation Affecting Children Index 2019 (IDACI)	81 out of 166 lower-layer super output areas (LSOAs) fell into the 20% most deprived across the country	Decrease	-	-	English Indices of Deprivation 2019	Sep 2019	Annually
The Income Deprivation Affecting Older People Index 2019 (IDAOPI)	113 out of 166 lower-layer super output areas (LSOAs) fell into the 20% most deprived across the country	Decrease	-	-	English Indices of Deprivation 2019	Sep 2019	Annually

Social cohesion

Baseline Indicators

Baseline data	Southwark	Southwark's maintenance target	London	National	Source	Most recent data	Frequency of collection
Active member of their community	1 in 4 people	increase	-	-	Southwark Conversation	2018	Annually
Feeling of contributing to the local economy	1 in 5 people	Increase	-	-	Southwark Conversation	2018	Annually
Volunteer in Southwark	1 in 7 people	Increase	-	-	Southwark Conversation	2018	Annually
Work in the borough	1 in 6 people	-	-	-	Southwark Conversation	2018	Annually
Percentage of residents who feel wholly or partly positive about change in the borough	70%	Increase	-	-	Southwark Conversation	2018	Annually
Percentage of residents who have personally benefitted from change in the borough	52%	Increase	-	-	Southwark Conversation	2018	Annually

Baseline data	Southwark	Southwark's maintenance target	London	National	Source	Most recent data	Frequency of collection
How positive/happy residents feel about change in Southwark	18% mentioned community	-	-	-	Southwark Conversation	2018	Annually

Housing

Baseline Indicators

Baseline data	Southwark		Southwark's maintenance target	London	National (England)	Source	Most recent data	Frequency of collection
Provision of new homes against the demand set out in Southwark Strategic Housing Market Assessment (SHMA) 2019	SHMA Target: Between 2019 and 2036	Completed between 2019 and 2023	Increase supply	-	-	London Development Database (LDD)	2023	As available
	440,035 homes	7,615 homes						
	Annualised SHMA Target between 2019 and 2023	Completed between 2019 and 2023						
	11,775 homes	7,615 homes						
Provision and percentage of new affordable homes against the demand set out in Southwark SHMA 2019	Annualised SHMA Target between 2019 and 2023	Completed between 2019 and 2023	Increase supply	-	-	London Development Database (LDD)	2022	As available
	10,385	1,628 homes						
Provision of new family-sized social housing against the demand set out in Southwark SHMA 2019	Annualised SHMA Target between 2019 and 2023	Completed between 2019 and 2023	Increase supply	-	-	London Development Database (LDD)	2022	As available
	2,120	325 homes						

Contextual Characteristics

Baseline data	Southwark	Southwark's maintenance target	London		National (England)	Source	Most recent data	Frequency of collection
Average house price	£470,000	-	Inner London £661,535	£523,376	302,393	Land Registry UK House Price Index.	May 2024	Annual
Weekly median income	£799	-	£796		£683	ONS Annual Survey of Hours and Earnings Resident Analysis	2023 (Provisional)	Annual
Ratio of median house price in borough to median annual residence based earnings	13.38 (2022)	Decrease	Inner London 14.6	12.66	8.14	ONS – House price to residence-based earnings ratio	2023	Annual
Average rental price and index	£2,114	-	-		-	Redevelopment of private rental prices statistics, UK: impact analysis data, ONS, 2024	2023	Annual
No. of households on housing register	12,914 (July 2020)	Decrease	-		-	Southwark Housing Strategy 2020	2020	As available
No. and % of council housing in the borough	37,066	25.93%	-		-	Southwark Key Housing Data 2020	2019	As available
Stock of housing associations	20,223 units 1-bed: 35% 2-bed: 32% 3-bed: 21%	-	-		-	Southwark Key Housing Data 2020	2019	As available
No. and % of households in private dwellings	78,829 households 60.3% of total households	-	76.9%		82.9%	Tenure of Households by Borough, Office for National Statistics	2021	Annual

Baseline data	Southwark	Southwark's maintenance target	London	National (England)	Source	Most recent data	Frequency of collection
% of households in Owner-occupied and private rent (including Shared Ownership (of all tenure)	Owned or Shared Ownership: 31.3% Private rented or lives rent free: 29%	-	Owned or Shared Ownership: 46.8% Private rented or lives rent free: 30.1%	-	- Tenure of Households by Borough, Office for National Statistics	2021	Annual
Housing typology	Majority of private dwellings are flats at 48% in 2008	-	37.1% in 2001	-	Southwark Key Housing Data 2020	2020	As available
Age of private dwellings	43% constructed before 1919; 43% after 1964	-	-	-	Southwark Key Housing Data 2020	2020	As available
Net approved homes (2004 – 2024)	46,447, units (including conventional housing and non-conventional equivalent units)	Increase supply	-	-	London Development Database (LDD)	July 2024	As available
Net completed homes (2004 – 2024)	29,720, units (including conventional housing and non-conventional equivalent units)	Increase supply	-	-	London Development Database (LDD)	July 2024	As available
Net approved affordable homes (2004 – 2024)	12,480 units (27% of the total homes approved)	Increase	-	-	London Development Database (LDD)	July 2024	As available
Net completed affordable homes (2004 – 2024)	5,543 units (17% of the total homes completed)	Increase	-	-	London Development Database (LDD)	July 2024	As available
Net approved homes in minor developments (2004 – 2019)	5,567 units (2,275 schemes)	Increase	-	-	London Development Database (LDD)	Nov 2019	As available
Net completed homes in minor	4,806 units (16% of total new homes)	Increase	-	-	London Development Database (LDD)	July 2024	

Baseline data	Southwark	Southwark's maintenance target	London	National (England)	Source	Most recent data	Frequency of collection
developments (2004 – 2024)							
Net approved student accommodation (2004 – 2024)	7,540 bedrooms	-	92,472	-	London Development Database (LDD)	July 2024	As available
Net completed student accommodation (2004 – 2024)	5,010 bedrooms	-	56,623	-	London Development Database (LDD)	July 2024	As available
Additional general housing needs	South East SHMA (2014): 1,647 units	Increase supply	-	-	South East London Strategic Housing Market Assessment (SHMA, (2014); Southwark's SHMA (2019)	Jul 2019	As available
	Southwark SHMA (2019): 2,932 units						
Net affordable housing needs per year	Backlog needs from 2,934 concealed households	Increase supply	-	-	Southwark's SHMA (2019)	Jul 2019	As available
	Backlog needs from 6,745 overcrowded households						
	Backlog needs from 2,336 homeless households who are currently living in temporary accommodation						
	3,943 newly forming households per annum						
	205 existing households falling into need for affordable homes per year						
	Annual supply of affordable homes: 1,436 units						
	Net additional affordable homes need: 2,077 units						

Baseline data	Southwark						Southwark's maintenance target	London	National (England)	Source	Most recent data	Frequency of collection
Additional affordable housing need by tenure and size		1 bed	2 beds	3 beds	4 beds	Total	Increase supply	-	-	Southwark's SHMA (2019)	Jul 2019	As available
	Social rent and sub-social rent	- 200	235	51	373	458						
	Intermediate housing	- 198	359	353	309	1,619						
Additional requirement for care beds	867 beds by 2029						Increase supply	-	-	Southwark's SHMA (2019)	Jul 2019	As available
Additional requirement for specialist elderly accommodation	780 units by 2029 (72% sheltered and 14% extra care)						Increase supply	-	-	Southwark's SHMA (2019)	Jul 2019	As available

Education, skills and training

Baseline Indicators

Baseline data	Southwark		Southwark's maintenance target	London	National	Source	Most recent data	Frequency of collection
NEETs No and % of 16-17 year olds not in education, employment or training or whose activity is not known	150	2.6%	Decrease	3.4 %	5.2%	NEET and participation: local authority figures, Department for Education	Dec 2022	Annually
No. and % of residents who have attained NVQ4 and above	156,400	66.4%	Increase	60.7%	47.3% (Great Britain)	NOMIS, Labour Market Statistics	Dec 2023	Annually
No. and % of residents with no qualification	13,900	5.9%	Decrease	5.2%	6.5 (Great Britain)	NOMIS, Labour Market Statistics	Dec 2023	Annually
No. of apprenticeships created within the borough	842 (41% of all apprenticeships created by London boroughs in 2016-2017)		Create another 2,500 Southwark apprenticeships	-	-	Southwark Skills Strategy	Jun 2018	Annually
Education and skills deprivation (the higher rank the more deprived)	8 th out of 14 (Inner London)		Decrease	22 nd out of 33 (London Wide)	262 nd out of 317 (National)	English indices of deprivation, MHCLG	Sep 2019	Annually

Contextual characteristics

Baseline data	Southwark		Southwark's maintenance target	London	National	Source	Most recent data	Frequency of collection
Provision of school places in the borough (Sep 2019)	Primary school	3,401 primary reception place,	-	-	-	Pupil Place Planning, Southwark Council	Oct 2023	As available
		25,055 year R to 6 primary places.						
	Secondary school	3,522 Year 7 places						
		16,234 for Year 7-11						
SEND school attendance (Primary, secondary and 16 plus)	Primary schools: 3,845 children	Secondary schools + post-16: 3,133 children	-	-	-	Pupil Place Planning, Southwark Council	Oct 2023	As available
Provision of free early education places (2-4 years old)	6,521 (2022)	6,126 (2023)	-	-	-	Nursery Schools and Early Years Provision (Southwark Cabinet report) and Department for Education	Feb 2024	As available
Demand for state-funded school places (2019-2028)	Primary school: 21,912 per year	Secondary school: 14,641 per year	-	-	-	2018 School place demand projections, Greater London Authority	Jan 2018	As available
Demand for early year places affected by:	Estimated number of 20,954 children under 5 (2019)	Estimated number of 23,178 children under 5 (2039)	-	-	-	Childcare Sufficiency Assessment, Southwark	Sep 2019	As available
No. of libraries in the borough	12		-	-	-	Southwark Library and Heritage Strategy 2019-2022	2019	As available

Health and well-being

Healthy life expectancy

Baseline Indicators

Baseline data	Southwark		Southwark's maintenance target	London	England	Source	Most recent data	Frequency of collection
Life expectancy at birth	Male life expectancy at birth (2020-2022)	78.4 years	Increase	79.1 years	78.9 years	Public Health Outcomes Framework, Public Health England	2023	Annual
	Female life expectancy at birth (2020-2022)	83.2 years	Increase	83.6 years	82.8 years			
Healthy Life expectancy at birth	Male	63.4 years	Increase	63.8 years	63.1 years	Public Health Outcomes Framework, Public Health England	2023	Annual
	Female	62.0 years	Increase	65 years	63.9 years			
Winter Mortality Index	August 2021 – July 2022: 18.5%		Decrease	10.3%	8.10%	Public Health Outcomes Framework, Public Health England	2023	Annually
Health deprivation and Disability (the higher rank the more deprived)	10 th out of 14 (inner London boroughs)		Decrease	28 th out of 33 (London wide)	211 th out of 317 (National)	English Indices of Deprivation	Sep 2019	Annual

Baseline data	Southwark	Southwark's maintenance target	London	England	Source	Most recent data	Frequency of collection
Percentage of adult carers who have as much social contact as they would like	26.8%	Increase	27.5%	28.0%	Public Health Outcomes Framework, Public Health England	2023	Annual
Percentage of adult social carers who have as much social contact as they would like	39.2%	Increase	39.7%	44.4%	Public Health Outcomes Framework, Public Health England	2023	Annual
Percentage of physically active adults	72.6%	Increase	66.3%	67.1%	Public Health Outcomes Framework, Public Health England	2023	Annual
Number and percentage of reception children who are overweight and obese 2022/2023	21.7%	Decrease	20%	21.3%	Public Health Outcomes Framework, Public Health England	2023	Annual
Number and percentage of Year 6 children who are overweight and obese 2022/2023	41.5%	Decrease	38.8%	36.6%	Public Health Outcomes Framework, Public Health England	2023	Annual

Contextual characteristics

Baseline data	Southwark	Southwark's maintenance target	London	England	Source	Most recent data	Frequency of collection
Causes of the gap in life expectancy: Cardiovascular Disease, Cancer and Respiratory Disease	Male: 58%	-	-	-	Joint Strategic Needs Assessment Factsheet 2019-2020, Southwark	Sep 2019	As available
	Female: 48%						
Mental health	Estimate 47,600 in the borough suffer from a common mental disorder	-	1 every 5 adults	1 every 6 adults	Adult Psychiatric Morbidity Survey 2014	2014	As available
Projected ageing population	79% increase in residents aged 65 or more by 2039, reaching 48,000 at 13% of the Southwark population (92% increase in those over 75 and 87% growth in those over 85)	-	-	-	Southwark SHMA 2019	2019	As available
Projected 65 year-old or above residents with dementia	1,772 by 2020; 2,369 by 2030	-	-	-	Southwark SHMA 2019	2019	As available

Safety

Baseline Indicators

Baseline data	Southwark			Southwark's maintenance target	Old Kent Road's maintenance target	London	National	Source	Most recent data	Frequency of collection
Recorded crime per 1000 population for headline offences	116 Southwark 24 th highest in England, Ireland and Northern Ireland			Decrease	Decrease	105		Crime Rate	June 2024	Annual
No. Crimes recorded per annum	35,343)			Decrease; Lower rating	Decrease; Lower rating	-	-	Recorded crime data by Community Safety Partnership area, ONS	Year ending Dec 2023	Annual
No. of crime types recorded	Theft offences	Violence against the person	Robbery	Decrease	Decrease	-	-	Recorded crime data by Community Safety Partnership area, ONS	Year Ending December 2023	Annual
	17,587	8,374	1,779							
	Sexual offences	Drug offences	Criminal damage and arson							
	999	1,819	1,986							
	Public order offences	Possession of weapons offences	Miscellaneous crimes against society							
1,979	408	360								

Baseline data	Southwark		Southwark's maintenance target	Old Kent Road's maintenance target	London		National	Source	Most recent data	Frequency of collection
Crime deprivation (the higher rank the more deprived)	7 th out of 14 inner London boroughs; 9 th out of 33 London boroughs; 37 th within England; 25 out of 166 Lower-layer Super Output Areas (LSOA) within Southwark are among the 10 th most deprived area within England		Lower ranking		-		-	English Indices of Deprivation	Sep 2019	Annual
Total No. of pedestrians and cyclists' casualties on road	Pedestrians: 188 (+5% from 2022)	Cyclists: 350 (-9% from 2022)	Reduce to zero		Pedestrians : 4,555 (+0% from 2022)	Cyclists: 4,802 (-5.6% from 2022)	-	Casualties in Greater London - Transport for London ¹	2023	Annual
Fatal and serious casualties on road	168		Reduce to zero				-	Casualties in Greater London - Transport for London	September 2023	Annual

¹ Road danger reduction dashboard, TFL, 2023, available at: <https://app.powerbi.com/view?r=eyJrIjoiMTIzYzRiZDMtZDZiYS00OWYyLTk3YTQtN2RkMGNiZTRmOTJkIiwidCI6IjFmYmQ2NWJmLTVhZmVtNGVIYS1hNjkyLWUwODIjMjU1MzQ2YiIsImMiOiJh9>

Economic conditions

Economy and employment

Baseline Indicators

Baseline data	Southwark			Southwark's maintenance target	London	National	Source	Most recent data	Frequency of collection
Number of employee jobs	291,000			Increase	-	-	Nomis Labour Market Statistics, Local Authority Profile	Dec 2023	Annually
Number of micro and small-to-medium sized enterprises	99.3% of the total business in the borough, equating a total of 15,505 micro-SMEs			Increase			Nomis Labour Market Statistics, Local Authority Profile	Dec 2023	Annually
Percentage of unemployed population	3.9% unemployed	5.3% claiming out-of-work benefits	3.8% claiming Universal Credit	Decrease	5% unemployed	3.7%	Nomis Labour Market Statistics, Local Authority Profile	Dec 2023	Annually

Contextual Characteristics

Baseline data	Southwark	Southwark's maintenance target	London	National	Source	Most recent data	Frequency of collection
Number of economically active and inactive populations	Economically active: 192,700 Economically Inactive: 51,900	-	-	-	Nomis Labour Market Statistics, Local Authority Profile	Dec 2023	Annually
Gender breakdown of employed population	76.5% economically active and are in employment: 78.7% males / 74.2% females	-	-	-	Nomis Labour Market Statistics, Local Authority Profile	Dec 2023	Annually

Retail and town centres

Baseline Indicators

Baseline data	Southwark	Southwark's maintenance target	London	National	Source	Most recent data	Frequency of collection
Percentage of takeaways outlets within a walking distance (400m) of a secondary school	86 out of 302 (30%) takeaways (situated in ward areas with the prevalence of excess weight) are within a 400m walking distance of a secondary school	Decrease	-	-	Southwark Public Health, <i>P45 Hot Food Takeaways – Review of the evidence</i> , Southwark Place & Health Improvement Section	2018	As available
Primary shopping frontage vacancy rates	out of 14 town centres only 3 have fewer vacant shops from 2019 to 2023.	Decrease	-	-	Protected Shopping Frontages Survey 2023, Summary Report	2024	As available
Secondary shopping frontage vacancy rates	11 out of 38 having 0%	Decrease	-	-	Protected Shopping Frontages, Southwark	2018	As available

Contextual Characteristics

Baseline data	Southwark	Southwark's maintenance target	London	National	Source	Most recent data	Frequency of collection			
Percentage of takeaways outlets within a walking distance (400m) of a secondary school	86 (at 30%) are within a walking distance (400m) of a secondary school.	-	-	-	P45 Hot Food Takeaways Review of the evidence, Place & Health Improvement Section Southwark Public Health, Southwark Council	2018				
Existing commercial floorspace in town centres, district centres and local centres	208,666 gross retail floorspace (270,500 sqm including food and beverage)	-	-	-	Southwark Retail Study, Nathaniel Lichfield & Partners	2015	As available			
Breakdown of commercial uses in town centres	<table border="1"> <tr> <td>Class A2: 9% of all units in town centres</td> <td>Betting shops in town centres: 26% of all A2 uses and 2.4% of all A class units</td> <td>Banks and building societies in town centres: 37</td> </tr> </table>	Class A2: 9% of all units in town centres	Betting shops in town centres: 26% of all A2 uses and 2.4% of all A class units	Banks and building societies in town centres: 37	-	-	-	Southwark Retail Study, Nathaniel Lichfield & Partners	2015	As available
Class A2: 9% of all units in town centres	Betting shops in town centres: 26% of all A2 uses and 2.4% of all A class units	Banks and building societies in town centres: 37								

Environment conditions

Energy and Climate Change

Objective & indicator for assessment	Southwark		Direction of change	London	National	Source	Most recent data	Frequency of collection
Energy Consumption by Sector	Industry and commerce	507.5	Decrease	-	-	UK Local Authority and Regional Carbon Dioxide Emissions National Statistics 2005 to 2017	2017	Annually
	Domestic Sector	312.5						
Domestic consumption per capita of natural gas	11,530 kwh/year		Decrease	-	16,000 kwh/year	Annual Monitoring Report 2010 - 2011	2010-2011	As available
Domestic consumption per capita of electricity	3,300 kwh/year		Decrease	-	4,800 kwh/year	Annual Monitoring Report 2010 - 2011	2010-2011	As available
Total Carbon emissions in borough(tonnes of CO2)	Industry/commercial	789,000	Decrease	-	-	Annual Monitoring Report 2010 - 2011	2010-2011	As available
	Housing	456,000	Decrease	-	-			
	Transport	258,000	Decrease	-	-			
	Total	1,504,000	Decrease	-	-			
	Per capita	5.3	Decrease	-	-			
Fuel Poverty	7,000 households (6.4% of all households)		Decrease	-	-	-	2013/14	As available

Contextual characteristics

Data	Southwark	Direction of change	London	National	Source	Most recent data	Frequency of collection
Council's Carbon Footprint from its own assets and operations	432 ktCO ₂ e, 16% of which is derived from its buildings.	A decrease in energy consumption and carbon emissions.. An in increase in connections to District Heating Networks.	-	-	<p>Old Kent Road Studies include:</p> <ul style="list-style-type: none"> • “Local Development Order Southwark District Heating Network”, Southwark Council, 2023, available at: https://www.southwark.gov.uk/assets/attach/195041/Statement-of-reasons-LDO-Adoption-Version.pdf • “Old Kent Road Decentralised Energy Strategy”, Southwark Council, 2016, available at: https://www.southwark.gov.uk/assets/attach/12827/EIP61-Old-Kent-Road-Decentralised-Energy-Strategy-2016-.pdf • “Decentralised Energy Feasibility Study”, Southwark Council, 2020, available at: https://www.southwark.gov.uk/assets/attach/23930/102046-LBS-OKR-REP-1-Decentralised-Energy-Feasibility-Study-V1A.pdf <p>Borough Wide Studies;</p> <p>“Tackling the Climate Emergency Together: Our strategy for a carbon neutral Southwark by 2030” available at: https://www.southwark.gov.uk/environment/climate-emergency/reaching-net-zero/our-plan-for-net-zero.</p>	2023; 2020; 2016	As available

Air Quality

Objective & indicator for assessment	Southwark	Direction of change	London	National	Source	Most recent data	Frequency of collection
Concentration level of PM10 (Annual)	PM10 (average of all monitoring stations): 17 µg/m ³	Decrease 2016: 25 µg/m ³	-	-	Air Quality Annual Status Report, Southwark Council, 2023, available at: https://www.southwark.gov.uk/environment/air-quality/what-we-re-doing/air-quality-strategies-plans-and-letters?chapter=2	2022	Annually
Concentration level of NO2 (Annual)	Annual Mean NO2 Ratified and Bias-adjusted Monitoring Results (average of all monitoring stations and diffusion tubes): 26.5 µg/m ³	Decrease 2016: 49.95 µg/m ³	-	-	Air Quality Annual Status Report, Southwark Council, 2023, available at: https://www.southwark.gov.uk/environment/air-quality/what-we-re-doing/air-quality-strategies-plans-and-letters?chapter=2	2022	Annually
Air pollution: fine particulate matter (new method concentrations of total PM2.5)	10.3	Decrease	9.6	7.8	Officer for Health Improvement and Disparities, 2024, available at: https://fingertips.phe.org.uk/search/air%20pollution#page/1/gid/1000002/ati/502/cid/4/tbm/1/page-options/car-do-0	2022	Annually

Transport

Objective & indicator for assessment	Southwark	Direction of change	London	National	Source	Most recent data	Frequency of collection
Journey to work by mode	Driving: 21% Cycling: 7% Walking: 37% Public transport: 33%	Decrease (Southwark's transport strategy 2023 – 2030 aims to reduce the proportion of journeys by car from 21% to 13% by 2030)	-	-	London Travel Demand Survey 2017/18 – 2019/20, Transport for London, Available at: https://tfl.gov.uk/corporate/publications-and-reports/travel-in-london-reports	2019/20 ²	As available
Frequency of Cycling as mode of Transport	4.3%	Increase	-	-	Movement Plan 2019	2009/12	As available
Number of Controlled Parking Zones	As of 2024, there are 30 CPZs in Southwark, covering approximately 50% of the borough	Increase (Introducing a borough wide CPZ by 2041)	-	-	Southwark Parking Zones website https://www.southwark.gov.uk/parking/find-newhere-to-park/parking-zones	2024	As available

² Whilst Census 2021 has a new data for Journey to Work by mode. However, Census 2021 took place during a national lockdown. People who were furloughed (about 5.6 million) were advised to answer the transport to work question based on their previous travel patterns before or during the pandemic. This means that the data does not accurately represent what they were doing on Census Day. Hence, this variable cannot be directly compared with the 2011 Census Travel to Work data.

Biodiversity

Objective & indicator for assessment	Southwark		Direction of change	London	National	Source	Most recent data	Frequency of collection
Number of SINC Sites	Total	66	Increase	-	-	Open Space Strategy (2013)	2013	As available
	MOL	5						
	BOL Grade 1	17						
	BOL Grade 2	22						
	Local Importance	28						
Number of Local Nature Reserves	Southwark has 7 Local Nature Reserves (LNR's) totalling 50.93ha, these are listed below.		Increase	-	-	Biodiversity Action Plan 2019	2019	As available
Number New Protected Sites	17 new protected sites		Increase	Habitat creation targets for London (Table 9)	DEFRA 2018 ' A green future' 25 Year Environmental Plan	Biodiversity Action Plan 2019	2019	As available

Open Spaces and Soil

Objective & indicator for assessment	Southwark	Direction of change	London	National	Source	Most recent data	Frequency of collection
Number of Open spaces (hectares per 1,000 people)	215 open spaces in the borough which together comprise some 605.5 hectares of land, around 21% of the total land area in the borough 1.5 hectares per 1,000 population	Increase	-	-	Open Space Strategy (2013)	2026 – with projected increase in population	-
Park provision (hectares per 1,000 people)	0.7 hectares per 1,000 population	Increase	-	-	-	2026 – with projected increase in population	-
Satisfaction with natural greenspace provision	Satisfaction levels for allotments (92%), large open spaces (86%) and the Thames Path (88%).	Higher	-	-	Open Space Strategy (2013)	-	-
Number of Allotments (Community gardens)	15.3 ha of land across the borough is used for allotments and a further 2.9 ha is used as community gardens	Increase	-	-	Open Space Strategy (2013)	-	-
	797 people on the waiting list for allotment spaces in the borough	Decrease					

Flood Risk, Water Resources and Quality

Objective & indicator for assessment	Southwark	Direction of change	London	National	Source	Most recent data	Frequency of collection
Domestic Water Demand across the whole borough (as a proxy measure of water consumption)	111.33 litres per person per day (Old Kent Road)	Decrease (105 litres per person per day)	164 litres per person per day (emerging New London Plan consumption levels)	-	Old Kent Road Integrated Water Management Strategy	2018	As available
Number of planning permissions granted contrary to the advice of the Environment Agency on flood defence & water quality grounds	None	Decrease	-	-	Annual Monitoring Report 2010/2011	2010/11	As available
Quality of water at consumer's tap (zones) – against National Standards (number of tests failed) Thames Water Aggregated	15	Decrease	15		Drinking Water Inspectorate Annual Monitoring Report	2018	Annual

Waste management

Objective & indicator for assessment	Authority					Direction of change	Source	Most recent data	Frequency of collection
Southwark									
Total household waste collected (tonnes)	2010/11	2011/12	2012/13	2013/14	2014/15	Decrease	Southwark's Waste Management Strategy 2003-2021 ³	2014/2015	Annual
	110,236	106,121	111,081	116,663	118,814				
Recycling and composting rate (%)	25.14	27.43	30.41	34.30	34.58	Increase	Southwark's Waste Management Strategy 2003-2021	2014/2015	Annual
Amount of municipal waste diverted from landfill (recovery rate %)	63.34	79.65	69.49	86.40	95.29	Increase	Southwark's Waste Management Strategy 2003-2021	2014/2015	Annual
London									
Total household waste collected (tonnes)	2010/11	2012/13	2014/15	2019/20	2022/23	Decrease	DEFRA, 2024, Local Authority Collected Waste Management – Annual Results ⁴	2022	Annually
	1,657,000	1,596,000	1,654,000	1,612,000	1,592,000				

³ Southwark Council, Waste Strategy and policy, Targets and performance: <https://www.southwark.gov.uk/bins-and-recycling/waste-strategy-and-policy/targets-and-performance?displaypref=large>

⁴ Defra, Local Authority Collected Waste Management – Annual Results 2022/23 (Table 1a: regular household collection, Table 2a: Recycling and landfill): <https://www.gov.uk/government/statistics/local-authority-collected-waste-management-annual-results>

Recycling and composting rate (%)	28.3%	30.4%	30.2%	30%	29%	Increase	DEFRA, 2024, Local Authority Collected Waste Management – Annual Results	2022	Annually
Amount of municipal waste diverted from landfill (recovery rate %)	44.7%	25.5%	20.6%	6.9%	0.1%	Decrease	DEFRA, 2024, Local Authority Collected Waste Management – Annual Results	2022	Annually
National									
Recycling and composting rate (%)	2018/19	2019/20	2020/21	2021/23	2022/23	Decrease	Local authority collected waste management - annual results 2022/23 ⁵	2023	Annually
	42.7%	42.8%	41.3%	41.5%	40.7%				
Amount of municipal waste diverted from landfill (recovery rate %)	2022/23: 7.2%					Decrease	Local authority collected waste management - annual results 2022/23	2023	Annually

⁵ Local Authority Collected Waste Management – Annual Results 2022/23: <https://www.gov.uk/government/statistics/local-authority-collected-waste-management-annual-results/local-authority-collected-waste-management-annual-results-202223#:~:text=ln%202022%2C%20total%20'waste%20from,decrease%20of%207.9%20per%20cent.>

Noise management

Objective & indicator for assessment	Southwark	Direction of change	London	National	Source	Most recent data	Frequency of collection
The rate of complaints about noise	2015/16: 18.7 2020/21: 41.5	Decrease	2015/16: 14.6 2020/21: 40.1	2015/16: 6.3 2020/21: 12	Wider Determinants of Health – Public Health England https://fingertips.phe.org.uk/wider-determinants#page/3/gid/1938133043/pat/15/pat/E92000001/ati/502/are/E09000028/iid/11401/age/1/sex/4/cat/-1/ctp/-1/yr/1/cid/4/tbm/1	2020/21	Annual
The percentage of the population exposed to road, rail and air transport noise of 65dB(A) or more, during the daytime	14.8%	Decrease	12.1%	5.5%	Wider Determinants of Health – Public Health England	2016	Annual
The percentage of the population exposed to road, rail and air transport noise of 55dB(A) or more during the night-time	18.0%	Decrease	15.9%	8.5%	Wider Determinants of Health – Public Health England	2016	Annual

Play facilities

Objective & indicator for assessment	Southwark	Direction of change	London	National	Source	Most recent data	Frequency of collection
Number of Open spaces with play facilities	78 open spaces that include some form of dedicated children's play provision	Increase	-	-	Open Space Strategy (2013)	2013	As available
Satisfaction level with children's play spaces	80% of respondents consider the quality of children's play space in the borough to be good or very good	Increase	-	-	Open Space Strategy (2013)	2013	As available

Quality in Design and Conservation of Historic Environment

Objective & indicator for assessment	Southwark	Direction of change	London	National	Source	Most recent data	Frequency of collection
Number of Historic environment assets	Conservation areas: 48	Retain	-	-	Heritage SPD, Southwark Council available at: https://www.southwark.gov.uk/planning-and-building-control/planning-policy-and-guidance/development-plan/spd-by-planning-topic?chapter=2	2021	As Available
	Listed buildings and structures: over 3,000						
	The 'local setting' zone or buffer zone of World Heritage Site: 2 1. Tower of London, extends across the River Thames to covers part of north Southwark. 2. The wider setting of the Palace of Westminster World Heritage Site extends to the edges of Bankside and North Walworth.						
	Scheduled monument: 9						
	Archaeological Priority Zones: 6						



Old Kent Road Area Action Plan

Proposed Submission Version

October 2024

Integrated Impact Assessment Appendices

Appendix 10: Options Testing

Old Kent Road Area Action Plan 2024 Integrated Impact Assessment: Document Locator	
No.	Title
Appendix 1	SEA Directive Requirement
Appendix 2	Relevant Plans, Programmes and Strategies
Appendix 3	Baseline Data – Facts and Figures
Appendix 4	Sustainability Appraisal Framework
Appendix 5	Assessment of the Strategy and Vision
Appendix 6	Assessment of the Strategic and Development Management Policies
Appendix 7	Assessment of the Sub Areas and Site Allocations
Appendix 8	Monitoring Indicators against Sustainability Objectives
Appendix 9	Baseline Indicators Table
Appendix 10	Options Testing
Appendix 11	Scoping Report Consultation Summary and link to OKR AAP Scoping Report
Appendix 12	Reasonable Alternatives Considered
Appendix 13	Mental Well-being Impact Assessment Screening
Appendix 14	OKR AAP References

Appendix 10: Options Testing

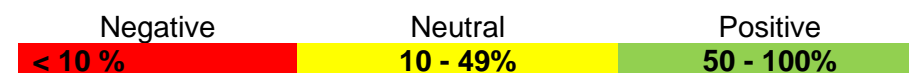
This appendix sets out the sustainability appraisal of the two options considered for the Proposed changes to the Old Kent Road AAP. Each option was appraised against the 17 sustainability objectives, encompassing economic, social and environmental aspects. Each objective is measured on a scoring scale (Key 1), with each grade assigned a numeric value, symbol and colour. Alongside the scoring, a detailed commentary on the objectives is provided.

Key 1: Individual scoring against each objective

Symbol and colour	Scoring Value (%)	Score	Description
✓✓	100	Major or direct positive	The proposed option/policy contributes significantly to the achievement of the objective.
✓	50	Minor or indirect positive	The proposed option/policy contributes to the achievement of the objective but not significantly or indirectly.
-	0	Neutral	The proposed option/policy does not have any effect on the achievement of the objective or there is no clear relationship between the proposed option/policy and the achievement of the objective or the relationship is negligible.
x	-50	Minor or indirect negative	The proposed option/policy detracts from the achievement of the objective but not significantly.
xx	-100	Major or direct negative	The proposed option/policy detracts significantly from the achievement of the objective.
?	N/A	Uncertain	The proposed option/policy has an uncertain relationship to the objective or the relationship is dependent on the way in which the aspect is managed. In addition, insufficient information may be available to enable an appraisal to be made.

The colour bar below (key 2) divides the overall scoring into three categories from positive, neutral to negative.

Key 2: Averaged IIA objectives scoring for each policy



The Table1 below sets out the averaged scoring of the 17 objectives to indicate each options overall efficacy in meeting the sustainability objectives.

Table 1: Averaged scoring for the three options considered

	Option A: Business as usual without BLE extension	Timescale			Option B: High growth scenario with two stations under BLE	Timescale		
	Overall	S	M	L	Overall	S	M	L
IIAO 1	✓	-	-	X	✓✓	✓✓	✓✓	✓✓
IIAO 2	?	-	-	X	✓✓	✓	✓	✓✓.
IIAO 3	?	-	X	X	✓✓	✓	✓	✓✓
IIAO 4	-	-	-	X	✓✓	✓	✓	✓✓
IIAO 5	?	✓.	✓.	✓.	✓✓	✓	✓	✓✓
IIAO 6	?	-	-	-	✓✓	✓✓	✓✓	✓✓
IIAO 7	X	-	X	XX	✓✓	✓	✓✓	✓✓
IIAO 8	✓.	✓.	✓.	✓.	✓	✓	✓	✓
IIAO 9	✓	-	-	-	✓	✓	✓	✓
IIAO 10	✓	-	-	X	✓✓	✓.	✓.	✓✓.
IIAO 11	?	-	-	X	✓✓	✓.	✓.	✓✓.
IIAO 12	?	-	✓.	✓.	✓.	✓.	✓.	✓.
IIAO 13	?	-	-	X	✓	-	-	✓.
IIAO 14	?	✓.	✓.	✓.	✓	✓.	✓.	✓.
IIAO 15	?	-	✓.	✓.	✓✓	✓.	✓.	✓✓.
IIAO 16	?	-	X	X	✓	-	-	✓✓.
IIAO 17	?	-	?	?	✓	-	-	✓✓.
Avg.	25%	9%	6%	-16%	79%	47%	50%	85%

	Option A: Business as usual without BLE	S	M	L	Commentary on Results
IIA 1 To tackle poverty and encourage wealth creation	✓	-	-	x	The OA has relatively high levels of deprivation and without significant interventions to existing policies the area is unlikely to be improved significantly through access to housing, jobs and an improved living environment. The area would be unlikely to change significantly in relation to encouraging wealth creation, for example opportunities for new shops, community and leisure facilities would be limited. The decline in demand for industrial land may reduce the appeal and opportunities in the area in the long term which could affect opportunities for young people. However, in the short and medium term there may be retention in the number of industrial sector jobs or a slight loss with general decline. This could also limit the ease of access to facilities for residents with disabilities or pregnant women. It could have an adverse impact on the health of residents due to lack of interventions on the Old Kent Road traffic and industrial uses. The BLE would attract investment to the Opportunity Area as the PTAL rating is increased which means that residential and non-residential development is more viable and incentivised as it is supported by transport infrastructure. Without this, it would be more difficult to tackle poverty and encourage wealth creation.
IIA 2 To improve the education and skill of the population	?	-	-	x	There would be fewer opportunities for training and apprenticeships as a result of new development and the general decline or stagnancy with existing industrial areas. BME groups are strongly represented in the population statistics for the area and lack of access to education or new skills could have an impact on young people in these groups and young people in general.
IIA 3 To improve the health of the population	?	-	x	x	In the OA people in bad health are slightly above the average for London. In this scenario there are fewer opportunities for improving and providing new health facilities, new green spaces and leisure facilities which can help decrease lifestyle risk factors such as smoking, poor diet, substance misuse and lack of exercise. Poor health can be exacerbated by socio-economic challenges such as poor housing and unemployment and in this scenario there are fewer opportunities for significant improvement to the OA.
IIA 4 To reduce the incidence of crime and the fear of crime	-	-	-	x	The relatively high levels of deprivation in the area highlight particular issues in income and crime levels. Young single people aged 18-35 in rented accommodation are more likely to be victims of high rates of crime. Without significant improvements to the public realm across the OA including safety features, it is unlikely crime would be substantially reduced for the benefit of residents.
IIA 5 To promote social inclusion, equality, diversity and community cohesion	?	✓	✓	✓	The OA has a number of existing community networks and a diverse population. There are high numbers of faith premises in the area which benefit many religious groups. The AAP would have the opportunity to promote these networks and improve social cohesion.
IIA 6 To reduce contributions to climate change	?	-	-	-	There would be fewer opportunities to improve green energy in this scenario as redevelopment is less likely to occur and existing buildings are unlikely to be refurbished. Cycling and walking could be encouraged however car use would remain the dominant mode of transport in the OA. This may have a longer term impact on the health of the population through pollutants and harmful emissions from industry, traffic and domestic life. There would be less impact on climate change in the short term as less construction would occur. By not delivering the BLE there are huge disbenefits relating to sustainability and reduction in carbon emissions, by not delivering sustainable transport options like public transport via the tube, it is encouraging people to use private vehicles and increase pollution and congestion This is a major issue that needs to be addressed to ensure that we are addressing the Climate Emergency.
IIA 7 To improve the air quality	x	-	x	xx	The OA corridor has very high levels of air pollution predominantly caused by high levels of traffic and congestion. Without significant improvements to reduce car use and improve modes of public transport this is unlikely to change significantly. Poor air quality has a detrimental effect on the health of the population and particular groups could be more vulnerable such as older people, children, pregnant women, people with a long term illness and the homeless.
IIA 8 To avoid waste and maximise, reuse or recycle waste arising as a resource	✓	✓	✓	✓	The area benefits from the Southwark Integrated Waste Management Facility which recycles and diverts waste away from landfill. This facility benefits the whole of the borough. The AAP could seek to improve waste management in industrial and residential areas, benefiting the cleanliness and sustainability of the area, which would in turn benefit the health of the population.
IIA 9 To encourage sustainable use of water resources	-	-	-	-	The demand for water is likely to slightly increase with some new development, and the AAP can encourage sustainable reuse of water and use of rainwater limiting the impact on surface and groundwater in new development. The sustainable use of water would benefit the health of the population.

IIA 10 To maintain and enhance the quality of land and soils	✓	-	-	x	There will be fewer opportunities to make effective use of land through redevelopment and remediate issues of contamination which may affect many industrial areas around the OA. Soil quality is unlikely to improve with fewer opportunities for green spaces. Exposure to contamination would have an adverse impact on health, particularly on more vulnerable groups.
IIA 11 To protect and enhance quality of landscape and townscape	?	-	-	x	There would be fewer opportunities to enhance the quality of townscape and landscape with the majority of industrial areas remaining in situ and limiting the creation of a network of streets, improved connectivity and new green spaces. This would limit the opportunity to improve health and wellbeing and security, which could affect groups such as the homeless, women, older people and those with physical disabilities.
IIA 12 To conserve and enhance the historic environment and cultural assets	?	-	✓	✓	Historic assets such as listed buildings and conservation areas will remain relatively unaffected by this scenario, and the emphasis in the AAP would be to preserve historic assets. However there would be limited ability to enhance and highlight heritage assets in place-making for the area. There would be fewer opportunities to promote new cultural, leisure and sports facilities which would not enhance the health of the population and provide facilities for children and young adults.
IIA 13 To protect and enhance open spaces, green corridors and biodiversity	?	-	-	x	There would be fewer new green spaces and green infrastructure provided in this scenario, and the OA is not currently well served by green spaces and opportunities to improve biodiversity. The lack of provision of green spaces could impact on the long term health and wellbeing of the population particularly due to proximity to heavy traffic.
IIA 14 To reduce vulnerability to flooding	?	✓	✓	✓	The Southwark Local Flood Risk Management Strategy seeks to manage the effects of pluvial and surface water flooding in the OA. Managing the impact of flood risk improves safety for local people. In this scenario there may be fewer opportunities for the implementation of natural flood risk management such as SUDS.
IIA 15 To provide everyone with the opportunity to live in a decent home	?	-	✓	✓	In this scenario there would be some opportunities for new housing however this would need to be carefully balanced with the proximity to existing industrial areas. Improvements to living conditions and public realm would be provided at a more site specific level. Providing good quality housing benefits the health and wellbeing for many groups including families, children and older people, and people with specialist needs such as those with learning or physical disabilities. By not delivering the BLE it is not unlocking further potential for the delivery of new homes supported by sustainable transport infrastructure.
IIA 16 To promote sustainable transport and minimise the need to travel by car	?	-	x	x	The use of the private vehicle is likely to remain the dominant mode of transport and traffic levels of the Old Kent Road and use of heavy vehicles to service industrial areas is unlikely to change significantly. It would be difficult to promote more walking and cycling without significant interventions to the transport network to improve connectivity. This could have an impact on the health and safety of local people, such as older people and children who are more likely to be involved in road traffic accidents. The area would benefit from improvements to bus networks particularly if bus rapid transit was introduced. The Bakerloo Line Extension not being delivered would bring significant disbenefits because it would not address issues of connectivity and accessibility in and around the Old Kent Road. By not delivering the BLE it is not addressing the issue of the dominance of private vehicles and reliance on unsustainable modes of travel, this causes huge disbenefits in terms of sustainability, access and community cohesion.
IIA 17 To provide the necessary infrastructure to support existing and future development	?	-	?	?	Without the identification of land to provide infrastructure including new education and health facilities and open space and the identification of area-wide improvements the delivery of infrastructure would be less coordinated. This could lead to delays in bringing forward necessary projects and slow down development depending on them. NSP policies would otherwise require development to deliver supporting infrastructure.

	Option B: High growth scenario with two stations under BLE	S	M	L	Commentary on Results
IIA 1 To tackle poverty and encourage wealth creation	✓✓	✓✓	✓✓	✓✓	<p>The area-wide redevelopment will revitalise the neighbourhood with an improved living environment that will encourage inward investment and boost local economy such as retail uses serving the local community. The growing population under the intensification and revitalisation of the existing industrial and residential area will produce economic synergy by creating new job opportunities for local residents and providing enterprise opportunities in the business area.</p> <p>It will diversify the economy and increase the number of higher paid jobs in the area as technical, digital and professional service industries. It will improve local facilities and public transport in the area lowering costs for residents and requiring less need to travel further afield for shopping, community, health and leisure facilities. This would benefit many groups including disabled people, pregnant women and young adults. There may be better provision of facilities for those on low incomes or with specialist needs such as alcohol and drug problems, people who experience domestic violence or people with a long term illness.</p>
IIA 2 To improve the education and skill of the population	✓✓	✓	✓	✓✓	<p>There would be more opportunities for training and apprenticeships as a result of new development and new jobs in mixed use neighbourhoods. Redevelopment of industrial land would bring change in the type of jobs available and improve the floorspace to jobs ratio however it would be important to maintain industries which service central London and contribute to the current function of the OA as an industrial area. BME groups are strongly represented in the population statistics for the area and improved access to education or new skills would have a positive impact on young people in these groups and young people in general as well as the unemployed and those on low incomes.</p>
IIA 3 To improve the health of the population	✓✓	✓	✓	✓✓	<p>In the OA people in bad health are slightly above the average for London. In this scenario there are many more opportunities for improving and providing new health facilities, new green spaces and leisure facilities which can help decrease lifestyle risk factors such as smoking, poor diet, substance misuse and lack of exercise. Poor health can be exacerbated by socio-economic challenges such as poor housing and unemployment and in this scenario there are more opportunities for significant improvements to the OA. Improvements to access to health facilities, better quality housing, employment opportunities, better public transport and new green spaces would improve physical and mental health. Improving connectivity and green routes lessens to the impact of vehicular pollutants and better air quality and would particularly benefit disabled people and pregnant women.</p>
IIA 4 To reduce the incidence of crime and the fear of crime	✓✓	✓	✓	✓✓	<p>The relatively high levels of deprivation in the area highlight particular issues in income and crime levels. Young single people aged 18-35 in rented accommodation are more likely to be victims of high rates of crime. Improvements to public transport accessibility, new and safer routes and safety features would significantly reduce the risk of crime. Introducing residential areas and new streets to existing large scale and quiet industrial areas would improve the amount of footfall and overlooking of public areas improving public realm and safety.</p>
IIA 5 To promote social inclusion, equality, diversity and community cohesion	✓✓	✓	✓	✓✓	<p>The OA has a number of existing community networks and a diverse population. There are high numbers of faith premises in the area which benefit many religious groups. The AAP would need to ensure the existing community networks are maintained and improved in redevelopment. There would be significantly more opportunities for new community space suited to a range of groups and improving areas in which people can meet, in formal and informal settings, such as outdoor public spaces, restaurants, cafes, pubs, faith premises and community halls. The redevelopment opportunities will reduce physical barriers and severance improving the layout of the streets and promoting social interaction.</p>
IIA 6 To reduce contributions to climate change	✓✓	✓✓	✓✓	✓✓	<p>With the progressive policies, there would be significantly more opportunities to improve green energy in this scenario through requiring new development to meet high standards of sustainability, renewable energy and efficient use of resources, including connection to district heating network. Two new underground stations and improved surface transport would reduce the reliance on the private car reducing emissions from vehicles. New walking and cycling routes would also be provided improving sustainable modes of transport. This would improve the health of the population by reducing exposure to pollutants and harmful emissions from industry, traffic and domestic life. The densification of under utilised land and improved performance of new development can enable long term carbon savings.</p>

IIA 7 To improve the air quality	✓✓	✓	✓✓	✓✓	The AAP would encourage a reduction in the number of journeys made by car by the introduction of the BLE and two new underground stations, as well as significant improvements to the walking and cycling network and surface transport. This would improve air quality in the area if car journeys are reduced although the Old Kent Road will remain a key vehicular route in and out of London. Improvements to air quality and less exposure to vehicular and industrial emissions will improve the health of the population particularly older people, children, pregnant women, people with a long term illness and the homeless. It will be important to manage the impacts of construction on air quality and the long term sensitivity of intensified development to the existing poor air quality in the area and achieve improvements if possible.
IIA 8 To avoid waste and maximise, reuse or recycle waste arising as a resource	✓	✓	✓	✓	The AAP would need to promote the reduction of waste in construction particularly as large scale change is envisaged. The waste disposal and recycling facilities for commercial and residential development would need to be carefully managed in mixed use schemes. Additional population levels will increase waste from both commercial and domestic developments. It will be important to maximise the reuse and recycling of waste during construction and in new development. For new development in the area services will be provided by the Old Kent Road integrated waste management facility including materials recovery and mechanical biological treatment. The development in the area will connect to SELCHP district heat network that turns waste into energy and converts the excess heat to heat that can be used in heating buildings. This is considered to be a renewable source of heat, a process to more sustainably manage waste through combustion, to reduce the amount of waste going to landfill.
IIA 9 To encourage sustainable use of water resources	✓	✓	✓	✓	The demand for water and foul sewage disposal is likely to increase with significant levels of new development, and the AAP would need to encourage sustainable reuse of water and use of rainwater limiting the impact on surface and groundwater in new development. The sustainable use of water would benefit the health of the population.
IIA 10 To maintain and enhance the quality of land and soils	✓	✓.	✓.	✓✓.	There will be many more opportunities to make effective use of land through reuse of previously developed land and remediate issues of contamination which may affect many industrial areas around the OA. Soil quality will improve with more opportunities for new green spaces. Remediation of the effects of contamination would have a positive impact on health, particularly on more vulnerable groups.
IIA 11 To protect and enhance quality of landscape and townscape	✓✓	✓.	✓.	✓✓.	There would be many more opportunities to enhance the quality of townscape and landscape creating a new network of streets, improved connectivity and new green spaces. Sustainable construction techniques would be encouraged. Tall buildings would need to be carefully considered in terms of local and strategic views and ensuring public realm on ground level remains high quality and well used. This would create opportunities to improve health and wellbeing and security, which could affect groups such as the homeless, women, older people and those with physical disabilities.
IIA 12 To conserve and enhance the historic environment and cultural assets	✓.	✓.	✓.	✓.	The AAP would present the opportunity to enhance and highlight heritage assets in place-making for the area. However large scale regeneration would need to carefully consider impact on adjoining conservation areas and listed buildings. There would be many more opportunities to promote new cultural, leisure and sports facilities which would enhance the health of the population and provide facilities for children and young adults.
IIA 13 To protect and enhance open spaces, green corridors and biodiversity	✓	-	-	✓.	There would be improved access to green spaces and new parks and green infrastructure provided in this scenario creating opportunities to improve biodiversity. The provision of green spaces would improve the long term health and wellbeing of the population and may benefit children through provision of new play spaces. It would be vital to balance new high density development with increased population levels with an appropriate level and quality of green spaces that improves the townscape particularly around tall buildings.
IIA 14 To reduce vulnerability to flooding	✓	✓.	✓.	✓.	The effects of pluvial and surface water flooding in the OA would need to be carefully considered to reduce the impact of flood risk and improve safety for local people. In this scenario there may be more opportunities for the implementation of natural flood risk management such as SUDS.
IIA 15 To provide everyone with the opportunity to live in a decent home	✓✓	✓.	✓.	✓✓.	In this scenario there would be major opportunities for new housing significantly improving the supply in Southwark and meeting local housing need as well as providing new affordable homes. New housing would meet appropriate space standards and provide a mix of size and tenures, using good quality materials to provide decent homes for all. High quality design of the public realm in residential schemes will also improve living conditions. There will need to be careful management of mixed uses in this scenario so that other uses such as employment, leisure, retail, education or community uses combined with residential remain compatible and appropriately managed. Providing good quality housing benefits the health and wellbeing for many groups including families, children and older people, and people with specialist needs such as those with learning or physical disabilities.

<p>IIA 16 To promote sustainable transport and minimise the need to travel by car</p>	<p>✓</p>	<p>-</p>	<p>-</p>	<p>✓✓•</p>	<p>There would be significant improvements to public transport and reducing the need to travel by car by the introduction of the BLE and two new underground stations, improved walking and cycling routes and improved surface transport and buses. Improvements to crossing points and pedestrian connectivity along the Old Kent Road as well as better management of surface transport and junctions will reduce road traffic accidents. This would significantly improve the health and safety of local people, such as older people and children who are more likely to be involved in road traffic accidents. Better accessibility will also benefit groups such as people on low income, the unemployed, residents, disabled people and older adults.</p>
<p>IIA 17 To provide the necessary infrastructure to support existing and future development</p>	<p>✓</p>	<p>-</p>	<p>-</p>	<p>✓✓•</p>	<p>Large scale infrastructure improvements to transport, green space and community facilities would be provided to support revitalised neighbourhoods. In this scenario it is likely a review of CIL would take place to help fund large scale infrastructure improvements in the OA. This would benefit all groups and improve accessibility to health and social facilities.</p>



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Integrated Impact Assessment Appendices

**Appendix 11: Scoping Report Consultation
Summary and link to OKR AAP Scoping Report**

Old Kent Road Area Action Plan 2024 Integrated Impact Assessment: Document Locator	
No.	Title
Appendix 1	SEA Directive Requirement
Appendix 2	Relevant Plans, Programmes and Strategies
Appendix 3	Baseline data – Facts and Figures
Appendix 4	Sustainability Appraisal Framework
Appendix 5	Assessment of the Strategy and Vision
Appendix 6	Assessment of the Strategic and Development Management Policies
Appendix 7	Assessment of the Sub Areas and Site Allocations
Appendix 8	Monitoring Indicators against Sustainability Objectives
Appendix 9	Baseline Indicators Table
Appendix 10	Options Testing
Appendix 11	Scoping Report Consultation Summary and link to OKR AAP Scoping Report
Appendix 12	Reasonable Alternatives Considered
Appendix 13	Mental Well-being Impact Assessment Screening
Appendix 14	OKR AAP References

Consultation on the OKR AAP

CONSULTATION	TIMETABLE
Evidence gathering and refinement of the baseline information, plans , programmes and strategies, key issues, objectives and IIA framework	2015-Spring 2016
Developing and refining options and assessing effects and preparing the Integrated Impact Assessment Report	Spring 2016
Consultation on Integrated Impact Assessment Scoping Report	12 February 2016 - 18 March 2016
Consultation on the draft Old Kent Road Area Action Plan Preferred Option draft AAP policies and Integrated Impact Assessment	June 2016 - November 2016
Consideration of responses and developing the draft Old Kent Road Area Action Plan and Integrated Impact Assessment Report	Autumn 2016
Consultation on the draft Old Kent Road Area Action Plan proposed new and amended AAP policies and Integrated Impact Assessment (this document)	June 2017 - September 2017
Consultation on AAP: Further Preferred Option	December 2017 - March 2018
Consultation on AAP: December 2020 Version	January 2020 - April 2021
Consultation on the submission version Old Kent Road Area Action Plan and Integrated Impact Assessment Report	November 2024 - February 2025
Submission of the draft Old Kent Road Area Action Plan Integrated Impact Assessment Report to the Planning Inspectorate	2025
Examination in Public	2026
Adoption of the Old Kent Road Area Action Plan	2026

Full details of the consultation on the full OKR AAP can be found in Appendix C Consultation Report.

This Consultation Report details the extent of consultation done on the AAP, the consultation events that have been organised and how the council has engaged with the local community, statutory consultees and other stakeholders.

The IIA appraisal has evolved as iterations of the masterplan and as the OKR AAP has been tested and collated. Consultation comments have informed this process.

Consultation comments have also developed the IIA appraisal itself. The consultation response below are made on a previous version of the IIA and the IIA has evolved through different iterations since. The IIA appraisal will continue to be

updated as the OKR AAP evolves through different versions to reflect the changes in the strategy, vision, masterplan and policies.

Consultation on the OKR AAP, Old Kent Road planning application and masterplan iterations is ongoing.

Ongoing consultation with local residents is facilitated in two main ways:

- **231 Old Kent Road**

231 Old Kent Road is a new community space on the Old Kent Road. It is a place where all local residents can get involved with the regeneration in the Old Kent Road.

The idea is to bring the whole community together to help shape the development of Old Kent Road over the next 20 years.

We want 231 to be a place where people who live and work nearby can come and see the latest plans and talk to us about the regeneration programme. But we also want to use the venue for exhibitions and events and to provide space for community groups to hold their own meetings.

231 Old Kent Road officially opened in April 2019 with the Museum of Us, a free exhibition and programme of events. It is open regularly for visitors and residents.

- **Old Kent Road Community Review Panel**

The Community Review Panel is a way for LB Southwark to better understand the needs of the local community in the Old Kent Road.

The panel gives independent advice on planning in the regeneration area. It discusses important issues, including housing, transport, public and green spaces, and the environment. This helps to ensure all new developments are of the highest possible quality and meet the needs of people living and working in the area, both now and in future.

The panel meets once a month to discuss proposals. These discussions are subsequently written up as formal reports to feed into decisions made by the council. All of the panel's recommendations are taken seriously and will be a formal part of the planning process.

The Panel is made up of 12 members who know the local area and the panel is managed by an external group.

Report on Consultation on the Old Kent Road Integrated Impact Assessment Scoping Report

The Old Kent Road Integrated Impact Assessment Scoping Report from 2016 can be found here: https://www.southwark.gov.uk/assets/attach/1734/2.2.7-DL-OKR_AAP_Integrated_Impact_Assessment_Scoping_Report_Feb_2016.pdf

The scoping report set out the current baseline data and information for the opportunity area including environmental, social and economic matters relevant to the area which are likely to be affected by the Old Kent Road Area Action Plan/Opportunity Area Planning Framework (AAP/OAPF). The report also established a framework for undertaking the IIA and set out the sustainability, health and equalities objectives, decision making criteria and potential indicators that are used to assess the impacts of the AAP/OAPF.

Consultation took place on the scoping report between **12 February 2016** and **18 March 2016** and this document reports on the responses received and how these have been incorporated into the preparation of the Interim IIA for this draft of the OKR AAP.

The following statutory consultees were consulted on the scoping report:

Historic England
Environment Agency
Natural England (no response received)

The following individuals and organisations provided comments on the scoping report:

Highways England
Heiko Steinmann
Old Kent Road People
Thames Water
TFL Taxi and Private Hire
TFL Borough Planning
Richard Lee
Scotia Gas Networks
Southwark Studios
Cass Cities
Jeremy Leach
Friends of Burgess Park

Summaries of comments and council's response

The following table summarises responses by relevant sections/topics of the scoping report and provides the council's response. Many of the comments have been considered and incorporated into the IIA, particularly regarding the key environmental, health and equality issues and the role and criteria for the IIA objectives. Respondents have been added to our consultation database where requested.

The Scoping Report outlined the existing baseline information for the area by which future changes can be monitored and assessed. Strong analytical data has been prepared alongside the issues and options informal stages of preparation in the form of evidence base documents. The findings of these documents as they have evolved have been well communicated with local people through community forums and

business consultations. The evidence base has continually evolved to inform the plan progress and will be published alongside the draft AAP.

Representation	Comments received	Council's response
Exploration of options and consultation		
Richard Lee OKR People	Consultation that has been undertaken does not allow enough time for a full exploration of options with local residents and businesses.	The council undertook informal consultation exploring issues and options over approximately one year, discussing options with local residents in the regular community forum meetings with time for feedback and reflection in each meeting.
Richard Lee	The objectives identified in the scoping report are used to identify options but this document was published earlier this year with little time to consider other options with the community.	The objectives in the scoping report were formulated both with reference to the discussions in the community forum on social, environmental and economic issues and by certain requirements set by legislation such as the SEA regulations. As consultation concluded in March the council has adequate time to consider the options that have evolved and whether the objectives are appropriate following consultation on the scoping report when preparing the draft plan for publication in June.
Richard Lee	The council employed Allies and Morrison Urban Practitioners to develop a masterplan where two options were presented to the community forum with little time for appropriate analysis and comments.	The place-making study is a key part of the evidence base but does not represent a masterplan for the area. It guides place-making principles for new development and explore opportunities for cohesion across the whole opportunity area. The results of the 'planning for real' exercise allowed many discussions to take place and smaller groups created different visions across the areas. This was fed back visually and verbally to subsequent forum sessions demonstrating the many various options explored by local people. These sessions were also guided by previous comments and suggestions from the forum on the thematic issues explored in earlier sessions.
Friends of Burgess Park	How does the Allies and Morrison work fit in to the plan making?	

Jeremy Leach	The AAP needs to ensure the voices of under-represented groups are considered in the plan development.	Suggestions for consultation noted. Opportunities for consultation with a wide range of groups will be continued at formal stages of publication.
Richard Lee OKR People	The East Walworth ward should be removed from the opportunity area boundary as it contains many council housing estates which would not be development sites.	The East Walworth ward borders the Old Kent Road itself highlighting importance for road safety and transport infrastructure improvements in particular. It also includes non-residential sites along the road corridor which may be suitable for redevelopment.
Heiko Steinmann	As a resident of the East Walworth Ward along the OKR the envisaged developments and tube stops along the OKR are welcomed. The East Walworth Ward should be included in the whole planning process.	Support noted.
Friends of Burgess Park	People currently living in Council property are worried that they might find their buildings redeveloped as has happened and is happening to the Heygate and the Aylesbury with implications for local communities and affordability. The speed of change across the central area of Southwark is now happening extremely fast and understanding all the implications of all the activity is very difficult.	Noted. The OKR AAP has focused to date on the redevelopment of retail and industrial land. Local communities are encouraged to participate in the plan-making process and it is important consultation reaches a wide range of groups particularly in delivery and monitoring of plan objectives.
Baseline data		
Richard Lee	The baseline data is partial and prejudicial in relation to housing (affordable housing types are not distinguished) and some issues such as education and health are not at an appropriate local scale.	The baseline data for housing, health and education is based on statistics and available information for the area. Affordable housing encompasses a range of types and tenures including social and affordable

CASS Cities	The extent of the baseline information is not adequate for the scope of the area in question and does not have consistent boundaries which can be accurately compared to the Opportunity Area. The use of specific examples is not considered to be fair or representative of the OA.	rented. The needs for the opportunity area in terms of education and health facilities will be carefully considered in the plan. The Scoping Report acknowledges limitations in data, gaps and encourages continuous review and updates. Different boundaries are a necessary limitation of the available data but the areas referred to from each data source are noted in the scoping report for clarity. Significant planning applications are considered to be relevant to understanding current development trends in the area.
CASS Cities	Has there been any further study into potential population growth after the implementation of the AAP and the extension of the Bakerloo Line to the Old Kent Road?	Population estimates based on the growth options are considered in the IIA and the AAP in terms of meeting future needs.
CASS Cities	Mosaic data does not correlate with the census data and presents a misleading picture of the demographic of the Opportunity Area.	The mosaic household index has been used as a broad indicator of socio-economic conditions in which people live with the limitations recognised and hence a cross-check provided with other indicators in the report.
CASS Cities	Growth in churches and art galleries/studio space are clustered around the north side of the OA, nearer the Central Activity Zone. Will the council commit to expanding civic space in line with population growth?	The provision of cultural space to support a larger population and contribute to place-making in the AAP is an important component of the plan.
Richard Lee	No evidence is provided on the impact and viability of an extension to the Bakerloo Line.	The impacts of the options for transport infrastructure including the BLE are considered in the IIA.

<p>Richard Lee CASS Cities</p>	<p>Evidence on industrial activity does not make use of the GLA/Southwark Employment Study 2015 and it has not been made public. Summary statements seem to show a lack of understanding about the existing economic make-up of the area and do not align with the findings of the GLA report.</p>	<p>The evidence base has been continually prepared throughout the issues and options informal consultation to inform the plan and will be published alongside the draft plan. The early findings of the evidence base has been consistently presented to the community forum/businesses and provided a forum for discussion and evolution of the documents (e.g. Place-making study, characterisation study, employment strategy). The LBS/GLA Employment Study and University studies give a detailed picture of the existing economy and employment uses in the area at the present time and this is reflected in the IIA. Many of the trends in economic change anticipated in the area are outlined in our Employment Land Review and emerging Employment Strategy for the OKR which has been used to inform the plan.</p>
<p>CASS Cities</p>	<p>SME's are a key component of Southwark's economy. Will the Council commit to expanding all types of space required to accommodate SMEs?</p>	<p>The council is developing policies in the New Southwark Plan and the OKR AAP to support the large proportion of SME businesses in the OA. The inclusion of existing businesses in redevelopment in sectors which are currently thriving will be encouraged.</p>
<p>Southwark Studios</p>	<p>Although the importance of workspace providers is noted there are not yet recommendations, protections or suggestions as to how to keep creative workspace providers in the area as redevelopment occurs.</p>	<p>The scoping report identifies the current baseline data for the area. However it will be a key part of the plan to ensure cultural facilities and provision of workspace for small businesses and creative industries can participate in regeneration opportunities.</p>
<p>Historic England</p>	<p>The design and heritage section should briefly and consistently summarise the historic significance of the heritage assets and their sensitivities. There are a number of points within the baseline summary</p>	

<p>Environment Agency</p> <p>Scotia Gas Networks</p>	<p>which need to be further clarified. We would recommend that the development of the scoping should seek to identify the potential for impact on heritage assets over a wider area based on the potential impact for taller development proposed within the area.</p> <p>We consider the Integrated Impact Assessment objectives and indicators appropriate. Southwark SFRA was prepared in 2008; therefore there is need for review to incorporated changes in the national planning policy.</p> <p>The OKR AAP should re-evaluate the existing allocation for the gasworks site.</p>	<p>The AAP includes detailed policies relating to design and heritage, written in conjunction with our design and conservation team recommendations to inform all mitigated and potential impacts. The Characterisation Study part of the evidence base provides extensive detail and analysis of the history and composition of the Old Kent Road OA. The findings of this study and a more comprehensive analysis of the existing heritage baseline is included in the IIA.</p> <p>Southwark is preparing an updated SFRA due to be published shortly (mid 2016). This can be used to review flood risk management in the future development of the AAP. AAP policies will encourage management of flood risk and the incorporation of SUDS.</p> <p>The gasworks site is included in the OA and will be considered in the AAP.</p>
<p>Water efficiency and management</p>		
<p>Thames Water</p>	<p>Development within the Old Kent Road area could impact on water supply and sewerage infrastructure. An IWMS should be commissioned to highlight the long term infrastructure requirements for water demand and drainage in the AAP area. The water mains referred to in section 3.4.30 provide clean water and are not part of the sewerage network.</p>	<p>Policies in the AAP/OAPF will encourage the efficient use of water resources, sustainable reuse of water and encourage the delivery of SUDS and rainwater harvesting. Southwark is exploring the opportunities for an Integrated Water Management Strategy with Thames Water and the GLA for the opportunity area to manage future demand. Correction noted.</p>
<p>Transport</p>		
<p>TFL Taxi and private hire</p>	<p>Taxi and private hire vehicles should be included in the consideration for the AAP, particularly in terms of provision of taxi ranks and set down/pick up facilities benefiting disabled and elderly members of the public.</p>	<p>New development will be required to provide appropriate servicing and taxi drop off points particularly for development such as new hotels or large scale retail development. There may be</p>

CASS Cities	The OA is not particularly well served by existing underground stations and PTAL ratings are lower than outlined in the scoping report.	opportunities to incorporate taxi ranks in the development of the underground stations and this can be a part of the detailed considerations for the stations at a later stage of the plan period.
Friends of Burgess Park	What does the council and local people actually want to achieve, what big, key beneficial changes. One proposal would be for the OKR to transferred into a tunnel, it has a major negative impact on the area. Air pollution levels are extremely high should any housing or schools be near the OKR as it currently is?	The scoping report gives a wider analysis of transport connections in the area however it is agreed the Elephant and Castle underground station has limited ability to service the whole of Old Kent Road and the PTAL ratings are lower in some parts of the OA particularly towards the south. This has been updated and reflected in the IIA.
TFL Borough Planning	Support for transport interventions encouraging safer walking and cycling which has positive effects on equalities health and the environment.	Noted. The introduction of the BLE would introduce positive impacts on air pollution and sustainability for the area.
Green space		
CASS Cities	CASS Cities research shows the OKR area to be above the London average for green space rather than under-served as reflected in the scoping report.	Noted.
		The open space baseline information refers to the Southwark Open Space Strategy sub-area rather than ward data, in which the proximity of Burgess Park is recognised. The Cass study area has been drawn to include the park, but excludes other neighbourhoods served by the park so may not be fully representative.

Jeremy Leach	The low provision of green space in the area demonstrated innovative ways need to be found to create useable and accessible open space in the OKR area.	Noted and will be evolved through policies in the AAP.
Friends of Burgess Park	The IIA which seems very comprehensive although it talks about children and young people but does not specifically mention early years provision or access to open air sports or gym facilities. Access to Burgess Park is mentioned plus green routes and linking Burgess Park to Southwark Park. Limited green space in the area is noted as it the need for increasing provision. Shortage of play facilities in the area also noted.	Nurseries and early years education is mentioned at the Community Uses section (page 23). Sports and gym facilities are mentioned under Commercial Leisure Uses (page 33). New and improved provision of these facilities will be encouraged in the AAP.
Comparison of IIA Objectives		
TFL Borough Planning Jeremy Leach	The links between IIA 3 and IIA 16 could be made clearer.	The links between improved transport facilities particularly walking and cycling and improvements to public health have been made clearer throughout the report. The objectives are noted as compatible in the IIA.
Richard Lee	Whether the objectives are compatible with each other will depend upon formulation of policy as well as implementation.	It is appreciated that the interaction of objectives is complex and assumptions made cannot pick up every eventuality of how policies will interact with several objectives. However it is considered good practice to undertake a high level comparison in order to anticipate areas where incompatibility may arise.
Key environmental, health and equality issues (Table 4.1)		
TFL Borough Planning	The links between health and transport should be strengthened as transport choice is an increasingly important factor in health.	The links between healthy lifestyles and active forms of travel have been added to Table 4.1 in the IIA. The strong links between walking and cycling and health benefits are noted in the IIA.

<p>TFL Borough Planning Richard Lee CASS Cities Jeremy Leach Historic England Environment Agency</p>	<p>A number of suggestions for alterations or additions to Table 4.1 have been suggested by respondents.</p>	<p>The additional issues identified are noted and taken into account in the IIA. Many of the additional issues identified are already covered by broader issues identified in Table 4.1 however some points have been further clarified or added.</p>
<p>Methodology</p>		
<p>CASS Cities</p>	<p>How does the system of symbols employed to represent findings help in the decision making process?</p>	<p>The identification of major and minor impacts is good sustainability appraisal practice and allows reasonable alternatives to be understood and the reasons for choosing a preferred option explained. The findings across objectives are not compared quantitatively. The IIA gives further qualitative analysis of options and policies when measured against the objectives.</p>
<p>IIA Objectives (Table 5.1)</p>		
<p>TFL Borough Planning Richard Lee CASS Cities Jeremy Leach Historic England Environment Agency Friends of Burgess Park</p> <p>CASS Cities</p>	<p>A broad range of new questions and additional monitoring measures were suggested.</p>	<p>A broad range of new questions and additional monitoring measures have been added to Table 5.1 in the IIA where this is considered appropriate.</p> <p>The questions to consider in Table 5.1 are intended to help those carrying out the assessment and the report reader to interpret the IIA objectives as they apply to the subject matter of the AAP. They are not exhaustive.</p> <p>We can therefore consider the suggested additional questions whilst carrying out the assessment where they relate to the scope of options and policies under consideration and where assumptions can be drawn from the evidence base.</p>

	The IIA objectives thoroughly highlight the issues that face any area challenged with projecting a future for itself, but do not appear to be particularly tailored towards the Old Kent Road.	The objectives do represent issues in common with other areas but the pertinent data in the baseline, emerging studies and consultation are considered in more detail in the IIA to understand local issues.
Additional plans, strategies and programmes		
TFL Borough Planning Friends of Burgess Park Historic England Environment Agency Richard Lee CASS Cities	The council received suggestions for updates and additions to Appendix 1 of the scoping report. The work completed by neighbourhood forums and University studies should be included in the baseline.	All suggestions for updates and additional documentation have been taken into account in Appendix 3 of the IIA. The Appendix also includes an additional neighbourhood tier of documents whereby research and reports prepared by Universities and neighbourhood forums is included and considered in the preparation of the plan and IIA. The document can be updated as additional plans and projects are published.
Monitoring		
CASS Cities Richard Lee	Monitoring should include a longitudinal study of the impacts of the regeneration on existing residents and businesses. Will the Potential Monitoring Indicators be used in future monitoring? The IIA could contain more statistical information from the evidence base to minimise the chance of misinterpretation in future monitoring	Monitoring will be longitudinal in nature as it will be carried out continuously over a long time period and through authority annual monitoring reports. The potential indicators in Table 5.1 will pick up impacts to both existing and new residents and businesses. The IIA considers impacts on social networks as part of the analysis and assessment. Future monitoring indicators are provided. The suggestion is noted however the evidence base is complex and also incorporates non-statistical analysis which is considered when preparing the IIA and will be an important part of future monitoring.



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Integrated Impact Assessment Appendices

Appendix 12: Reasonable Alternatives Considered

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Appendix 12: Reasonable alternatives considered

This appendix sets out all reasonable alternatives considered for the 18 site allocations within the Old Kent Road Area Action Plan, including the capacity for residential units within the whole opportunity area as identified within the London Plan and also the low, medium and high options considered within the OKR Place Making Study 2016 (Allies and Morrison). It also considers the site allocation capacities within the different iterations of the Old Kent Road Area Action Plan.

Old Kent Road sites
OKR1 Bricklayers Arms (NSP56)
OKR2 Crimscott Street and Pages Walk (NSP57)
OKR3 Mandela Way(NSP58)
OKR4 107 Dunton Road (Tesco store and car park) and Southernwood Retail Park (NSP59)
OKR5 Salisbury estate car park (NSP60)
OKR6 96-120 Old Kent Road (Lidl store) (NSP61)
OKR7 Former petrol filling station, 233-247 Old Kent Road (NSP62)
OKR8 Kinglake Street Garages (NSP63)
OKR9 4/12 Albany Road (NSP64)
OKR10 Land bounded by Glengall Road, Latona Road and Old Kent Road (NSP66)
OKR11 Marlborough Grove and St James's Road (NSP67)
OKR12 Former Southern Railway Stables (NSP65)
OKR13 Sandgate Street and Verney Road (NSP68)
OKR14 634 – 636 Old Kent Road (NSP73)
OKR 15 684 – 698 Old Kent Road (Kwik Fit Garage) (NSP72)
OKR 16 Hatcham Road, Penarth Street and Iderton Road (NSP70)
OKR 17 South of Old Kent Road (760, 812 and 840 Old Kent Road,(Former Toys'R'Us) and Aldi Stores) (NSP71)
OKR 18 Devon Street and Sylvan Grove (NSP69)

Site allocation: OKR1 Bricklayers Arms Roundabout (NSP56)

Alternatives considered

The capacity for this site was considered in the OKR Place Making Study 2016 (Allies and Morrison). The study considered high, medium and low options for development based on a Bakerloo Line (2 station, high density scenario) option, a Bakerloo Line (1 or 2 stations, medium scenario) and a no Bakerloo Line extension option (low scenario). This was based on indicative massing. The medium scenario indicated a potential total capacity of 13,658 units and the low option indicated 8,468 units. The Old Kent Road AAP Integrated Impact Assessment explains these options in more detail. The London Plan designates the Old Kent Road Opportunity Area for 12,000 homes and 5,000 jobs. As a result of the detailed masterplan and preparation of the AAP we have increased this to 20,000 homes and 10,000 jobs over 20 years. This high option was considered the most appropriate option with up to 20,000 homes across the opportunity area, significantly exceeding the target set out by the regional plan.

The Bakerloo Line extension has not yet been confirmed therefore the Council has agreed with the Mayor around 9,500 homes could come forward prior to the confirmation of the BLE (Phase 1) across the whole opportunity area. The remaining 10,500 homes would be delivered in Phase 2 (upon letting of the construction contract for the BLE). The phasing plan shows that NSP53 (OKR1) could potentially come forward in Phase 2 (these are subject to review as we monitor actual delivery rates).

This site has no planning permission or pending applications relating to it and potential masterplanning is in early stages. This site allocation is considered important to redevelopment of the Old Kent Road. TFL have expressed positivity towards the inclusion of the site as an allocation and together with Southwark have submitted a bid to the One Public Estate (OPE) Programme for funding to carry out detailed feasibility and viability testing. Further feasibility testing will test the potential to provide homes, commercial floorspace and open space, including an option to retain the flyover and landscape it as a park. It is expected that this site may come forward for re-development in Phase 2.

The site allocation is now an adopted as part of the Southwark Plan 2022.

Options considered summary	Low option	London Plan Option	Medium option	High option	OKR AAP 2016	OKR AAP 2017	OKR AAP 2020
	Opportunity area wide - 8,468 homes	Opportunity area wide – 12,000 homes	Opportunity area wide - 13,658 homes	Opportunity area wide - 20,000 homes	Dependent on land available	Dependent on BLE option	The residential capacity for the site is under review.

Site allocation: OKR2 Crimscott Street and Pages Walk (NSP57)

Alternatives considered

The capacity for this site was considered in the OKR Place Making Study 2016 (Allies and Morrison). The study considered high, medium and low options for development based on a Bakerloo Line (2 station, high density scenario) option, a Bakerloo Line (1 or 2 stations, medium scenario) and a no Bakerloo Line extension option (low scenario). This was based on indicative massing. The medium scenario indicated a potential total capacity of 13,658 units and the low option indicated 8,468 units. The Old Kent Road AAP Integrated Impact Assessment explains these options in more detail. The London Plan designates the Old Kent Road Opportunity Area for 12,000 homes and 5,000 jobs. As a result of the detailed masterplan and preparation of the AAP we have increased this to 20,000 homes and 10,000 jobs over 20 years. This high option was considered the most appropriate option with up to 20,000 homes across the opportunity area, significantly exceeding the target set out by the regional plan.

The Bakerloo Line extension has not yet been confirmed therefore the Council has agreed with the Mayor around 9,500 homes could come forward prior to the confirmation of the BLE (Phase 1) across the whole opportunity area. The remaining 10,500 homes would be delivered in Phase 2 (upon letting of the construction contract for the BLE). The phasing plan shows that NSP57 (OKR5) would fall outside of the phasing because a planning application 19/AP/1506 has been approved and this site is located further away from the A2 bus corridor.

The first draft OKR AAP (2016) indicated this site could have a capacity for 760 new homes. In preparing the next draft of the AAP (2017) further urban design work was undertaken which resulted in a more detailed masterplan and capacity modelling for specific site allocations in the AAP.

Since the AAP was published, numerous planning applications have been submitted and approved on the Phase 1 part of this site. A residential development at Marshall House has already delivered 82 homes. There is a large mixed use scheme currently under construction on the Rich Estate which will deliver 406 homes, expected to be completed in 2025. There is also a mixed use scheme under construction at 18-19 Crimscott Street which will deliver 55 homes. Current approvals are 9 homes and live applications are a further 13 homes, bringing the total to 565 homes. Therefore, there is capacity on this site for an additional 195 homes. These reflect the potential capacity consistent with the high option scenario.

It is currently estimated the site could deliver up to 760 homes consistent with the masterplan and the high option. Any higher options would need to consider existing character, townscape, heritage assets, protected views and the archaeological priority area. A lower option may not optimise the use of the site.

The site allocation is now an adopted as part of the Southwark Plan 2022.

The following constraints were considered for this site:

- The site includes part of Grade II listed buildings 44 and 45 Grange Road.
- The site is within the setting of the Pages Walk and Bermondsey Street Conservation Areas.
- Part of the site lies within the Background Assessment Area of LVMF view 3A.1 from the Kenwood viewing gazebo to St Paul's Cathedral.
- Part of the site falls within the Borough View of St Paul's Cathedral from Nunhead Cemetery.
- The site is in proximity of the Scheduled Ancient Monument the Bermondsey Abbey Buildings.
- The site benefits from Tier 1 APA (Archaeological Priority Area) designation. Located in APA1 – North Southwark and Roman Roads.

Options considered summary	Low option	London Plan Option	Medium option	High option	OKR AAP 2016	OKR AAP 2017	OKR AAP 2020
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	Opportunity area wide - 8,468 homes	Opportunity area wide – 12,000 homes	Opportunity area wide - 13,658 homes	Opportunity area wide - 20,000 homes	760 homes	760 homes	760 homes
Site allocation: OKR3 Mandela Way (NSP58)							
Alternatives considered							
<p>The capacity for this site was considered in the OKR Place Making Study 2016 (Allies and Morrison). The study considered high, medium and low options for development based on a Bakerloo Line (2 station, high density scenario) option, a Bakerloo Line (1 or 2 stations, medium scenario) and a no Bakerloo Line extension option (low scenario). This was based on indicative massing. The medium scenario indicated a potential total capacity of 13,658 units and the low option indicated 8,468 units. The Old Kent Road AAP Integrated Impact Assessment explains these options in more detail. The London Plan designates the Old Kent Road Opportunity Area for 12,000 homes and 5,000 jobs. As a result of the detailed masterplan and preparation of the AAP we have increased this to 20,000 homes and 10,000 jobs over 20 years. This high option was considered the most appropriate option with up to 20,000 homes across the opportunity area, significantly exceeding the target set out by the regional plan.</p> <p>The Bakerloo Line extension has not yet been confirmed therefore the Council has agreed with the Mayor around 9,500 homes could come forward prior to the confirmation of the BLE (Phase 1) across the whole opportunity area. The remaining 10,500 homes would be delivered in Phase 2 (upon letting of the construction contract for the BLE). The phasing plan shows that NSP55 (OKR3) would fall within Phase 2 as there are currently no planning applications relevant to this site (this is subject to review as we monitor actual delivery rates).</p> <p>The first draft OKR AAP (2016) indicated this site could have a capacity for 2420 new homes. In preparing the next draft of the AAP (2017) further urban design work was undertaken which resulted in a more detailed masterplan and capacity modelling for specific site allocations in the AAP. It was indicated that the site had the slightly lower capacity for 2200 homes. While the capacity for homes was slightly lower, the amount of industrial space to be provided was substantially increased. In addition, the four principle landowners would jointly contribute to a large park of approximately 1.5ha.</p> <p>Recent masterplanning work for the AAP 2020 shows 1955 homes may be most appropriate. The masterplan has changed to show 25 Mandela Way as a standalone industrial building to provide more industrial uses, with the Tate site coming forward as a horizontal mix, providing a standalone industrial typology alongside residential capacity. The reduction in capacity has been made up for on other sites in the allocation, so residential capacity remains the same as the masterplan for 2020. Industrial buildings have been removed from the boundary of Pages Walk terraced houses back gardens so that residential back gardens would back on to them in the revised masterplan, in response to consultation with residents. The masterplan also shows an option for the relocation of Tesco to the north of OKR4 to accommodate the delivery of the BLE station. The masterplan shows a strategic park delivering 1.45ha of open space. Any higher options would need to consider existing character, townscape, heritage assets, protected views and the archaeological priority area. A lower option may not optimise the use of the site.</p> <p>The site allocation is now an adopted as part of the Soutwark Plan 2022.</p> <p>The following constraints were considered when masterplanning for this site. The impacts have been fully analysed in the Old Kent Road AAP evidence base:</p> <ul style="list-style-type: none"> - The site is within the setting of Grade II listed building The White House - The site is partially within the Page’s Walk Conservation Area 							

- Much of the site lies within the Background Assessment Area of LVMF view 23.1A from the centre of bridge over the Serpentine to the Palace of Westminster.
- Much of the site falls within the Borough Views of St Paul's Cathedral from Nunhead Cemetery and One Tree Hill.
- The site is in proximity of the Scheduled Ancient Monument the Bermondsey Abbey Buildings.
- The site benefits from Tier 1 APA (Archaeological Priority Area) designation. Located in APA1 – North Southwark and Roman Roads.

Options considered summary	Low option	London Plan Option	Medium option	High option	OKR AAP 2016	OKR AAP 2017	OKR AAP 2020
	Opportunity area wide - 8,468 homes	Opportunity area wide – 12,000 homes	Opportunity area wide - 13,658 homes	Opportunity area wide - 20,000 homes	2,420 homes	2,200 homes	1,955 homes

Site allocation: OKR4 107 Dunton Road (Tesco and Car Park) and Southernwood Retail Park (NSP59)

Alternatives considered

The capacity for this site was considered in the OKR Place Making Study 2016 (Allies and Morrison). The study considered high, medium and low options for development based on a Bakerloo Line (2 station, high density scenario) option, a Bakerloo Line (1 or 2 stations, medium scenario) and a no Bakerloo Line extension option (low scenario). This was based on indicative massing. The medium scenario indicated a potential total capacity of 13,658 units and the low option indicated 8,468 units. The Old Kent Road AAP Integrated Impact Assessment explains these options in more detail. The London Plan designates the Old Kent Road Opportunity Area for 12,000 homes and 5,000 jobs. As a result of the detailed masterplan and preparation of the AAP we have increased this to 20,000 homes and 10,000 jobs over 20 years. This high option was considered the most appropriate option with up to 20,000 homes across the opportunity area, significantly exceeding the target set out by the regional plan.

The Bakerloo Line extension has not yet been confirmed therefore the Council has agreed with the Mayor around 9,500 homes could come forward prior to the confirmation of the BLE (Phase 1) across the whole opportunity area. The remaining 10,500 homes would be delivered in Phase 2 (upon letting of the construction contract for the BLE). The phasing plan shows which parts of NSP56 (OKR4) would fall within Phase 1 and Phase 2 (these are subject to review as we monitor actual delivery rates).

The first draft OKR AAP (2016) indicated this site could have a capacity for 1,055 new homes. In preparing the next draft of the AAP (2017) further urban design work was undertaken which resulted in a more detailed masterplan and capacity modelling for specific site allocations in the AAP and this capacity increased to 1,240.

Since the AAP was published, a planning application was submitted and approved subject to s106 agreement on the Phase 1 part of this site (Southernwood Retail Park). Current approvals are 724 homes. There is currently ongoing discussions between the Council and the developer for the Tesco site which indicate that there is a potential for a further 882 homes.

It is currently estimated the site could deliver up to 1,600 homes based on current approvals on the site and masterplanning work undertaken by Maccreanor Lavington. This site is required for one of the stations for the Bakerloo Line Extension. The masterplan the relocation of Tesco elsewhere on

OKR4 to accommodate the delivery of the BLE station. The masterplan shows a new civic space and the site will be a key part of the town centre with the BLE station. Additional parkspace is also incorporated onto the car park site opposite Tesco.

The site allocation is now an adopted as part of the Southwark Plan 2022.

The following constraints were considered when masterplanning for this site. The impacts have been fully analysed in the Old Kent Road AAP evidence base:

- The site is in close proximity of the Grade II listed Former Fire Station.
- The site is in close proximity to the Cobourg Road Conservation Area.
- Part of the site lies within the Background Assessment Area of LVMF view 23.1A from the centre of bridge over the Serpentine to the Palace of Westminster.
- Part of the site lies within the Borough View of St Paul's Cathedral from Nunhead Cemetery.
- The site benefits from Tier 1 APA (Archaeological Priority Area) designation. Located in APA1 – North Southwark and Roman Roads.
- The site is opposite the entrance to Burgess Park.

Options considered summary	Low option	London Plan Option	Medium option	High option	OKR AAP 2016	OKR AAP 2017	OKR AAP 2020
	Opportunity area wide - 8,468 homes	Opportunity area wide – 12,000 homes	Opportunity area wide - 13,658 homes	Opportunity area wide - 20,000 homes	1,055 homes	1,240 homes	1,600 homes

Site allocation: OKR5 Salisbury Estate Car Park (NSP60)

Alternatives considered

The capacity for this site was considered in the OKR Place Making Study 2016 (Allies and Morrison). The study considered high, medium and low options for development based on a Bakerloo Line (2 station, high density scenario) option, a Bakerloo Line (1 or 2 stations, medium scenario) and a no Bakerloo Line extension option (low scenario). This was based on indicative massing. The medium scenario indicated a potential total capacity of 13,658 units and the low option indicated 8,468 units. The Old Kent Road AAP Integrated Impact Assessment explains these options in more detail. The London Plan designates the Old Kent Road Opportunity Area for 12,000 homes and 5,000 jobs. As a result of the detailed masterplan and preparation of the AAP we have increased this to 20,000 homes and 10,000 jobs over 20 years. This high option was considered the most appropriate option with up to 20,000 homes across the opportunity area, significantly exceeding the target set out by the regional plan.

The Bakerloo Line extension has not yet been confirmed therefore the Council has agreed with the Mayor around 9,500 homes could come forward prior to the confirmation of the BLE (Phase 1) across the whole opportunity area. The remaining 10,500 homes would be delivered in Phase 2 (upon letting of the construction contract for the BLE).

The first draft OKR AAP (2016) indicated this site could have a capacity for 28 new homes.

Since the AAP was published, an application has come forward and been approved for 26 new homes on the site (19/AP/1506). This reflects a slightly lower but not significant change from the potential capacity consistent with the high option scenario and the tall buildings and density strategy developed in the OKR AAP. As the capacity has been tested by planning applications, this capacity represents the optimum use of the site without having a detrimental impact on heritage assets and protected views. The site is currently under construction.

The site allocation is now an adopted as part of the Southwark Plan 2022.

The following constraints were considered when determining the application:

- The sites is adjacent to Grade II listed Lady Margaret Church.
- The site lies within the Background Assessment Area of LVMF view 23.1A from the centre of bridge over the Serpentine to the Palace of Westminster and LVMF view 1A.2 Alexandra Palace viewing terrace to St Paul's Cathedral.

Options considered summary	Low option	London Plan Option	Medium option	High option	OKR AAP 2016	OKR AAP 2017	OKR AAP 2020
	Opportunity area wide - 8,468 homes	Opportunity area wide – 12,000 homes	Opportunity area wide - 13,658 homes	Opportunity area wide - 20,000 homes	28 homes	28 homes	26 homes

Site allocation: OKR6 96-120 Old Kent Road (Lidl store) (NSP61)

Alternatives considered

The capacity for this site was considered in the OKR Place Making Study 2016 (Allies and Morrison). The study considered high, medium and low options for development based on a Bakerloo Line (2 station, high density scenario) option, a Bakerloo Line (1 or 2 stations, medium scenario) and a no Bakerloo Line extension option (low scenario). This was based on indicative massing. The medium scenario indicated a potential total capacity of 13,658 units and the low option indicated 8,468 units. The Old Kent Road AAP Integrated Impact Assessment explains these options in more detail. The London Plan designates the Old Kent Road Opportunity Area for 12,000 homes and 5,000 jobs. As a result of the detailed masterplan and preparation of the AAP we have increased this to 20,000 homes and 10,000 jobs over 20 years. This high option was considered the most appropriate option with up to 20,000 homes across the opportunity area, significantly exceeding the target set out by the regional plan.

The Bakerloo Line extension has not yet been confirmed therefore the Council has agreed with the Mayor around 9,500 homes could come forward prior to the confirmation of the BLE (Phase 1) across the whole opportunity area. The remaining 10,500 homes would be delivered in Phase 2 (upon letting of the construction contract for the BLE). The phasing plan shows that NSP58 (OKR6) is expected to come forward within Phase 1 (these are subject to review as we monitor actual delivery rates).

The first draft OKR AAP (2016) indicated this site could have a capacity for 115 new homes. The site boundary has been expanded in the NSP and AAP and the capacity has now been increased to 180. A 3 storey Victorian building which faces the street is identified as building of architectural and historic merit, will now be retained on the site, the remaining site should be optimised to re-provide the Lidl and residential capacity. There is currently no planning permission or pending applications for this site. Any higher options would need to consider existing character, townscape, heritage assets, protected views and the archaeological priority area. A lower option may not optimise the use of the site.

The site allocation is now an adopted as part of the Southwark Plan 2022.

The following constraints were also considered for this site:

- The site benefits from Tier 1 APA (Archaeological Priority Area) designation. Located in APA1 – North Southwark and Roman Roads.
- The site lies within the Background Assessment Area of LVMF view 23.1A from the centre of bridge over the Serpentine to the Palace of Westminster.
- The site falls within the Borough View of St Paul’s Cathedral from One Tree Hill.

Options considered summary	Low option	London Plan Option	Medium option	High option	OKR AAP 2016	OKR AAP 2017	OKR AAP 2020
	Opportunity area wide - 8,468 homes	Opportunity area wide – 12,000 homes	Opportunity area wide - 13,658 homes	Opportunity area wide - 20,000 homes	115 homes	140 homes	180 homes

Site allocation: OKR7 Former petrol filling station, 233-247 Old Kent Road (NSP62)

Alternatives considered

The capacity for this site was considered in the OKR Place Making Study 2016 (Allies and Morrison). The study considered high, medium and low options for development based on a Bakerloo Line (2 station, high density scenario) option, a Bakerloo Line (1 or 2 stations, medium scenario) and a no Bakerloo Line extension option (low scenario). This was based on indicative massing. The medium scenario indicated a potential total capacity of 13,658 units and the low option indicated 8,468 units. The Old Kent Road AAP Integrated Impact Assessment explains these options in more detail. The London Plan designates the Old Kent Road Opportunity Area for 12,000 homes and 5,000 jobs. As a result of the detailed masterplan and preparation of the AAP we have increased this to 20,000 homes and 10,000 jobs over 20 years. This high option was considered the most appropriate option with up to 20,000 homes across the opportunity area, significantly exceeding the target set out by the regional plan.

The Bakerloo Line extension has not yet been confirmed therefore the Council has agreed with the Mayor around 9,500 homes could come forward prior to the confirmation of the BLE (Phase 1) across the whole opportunity area. The remaining 10,500 homes would be delivered in Phase 2 (upon letting of the construction contract for the BLE). The phasing plan shows that NSP59 (OKR7) would fall within Phase 1 as the site is currently under construction.

The first draft OKR AAP (2016) indicated this site could have a capacity for 30 new homes. Since the AAP was published, a planning application, 18/AP/0928, has been submitted and approved on the Phase 1 part of this site. This site has now been built and delivers 24 homes. As the capacity has been tested by planning applications, this capacity represents the optimum use of the site.

The site allocation is now an adopted as part of the Southwark Plan 2022.

Options considered summary	Low option	London Plan Option	Medium option	High option	OKR AAP 2016	OKR AAP 2017	OKR AAP 2020
	Opportunity area wide - 8,468 homes	Opportunity area wide – 12,000 homes	Opportunity area wide - 13,658 homes	Opportunity area wide - 20,000 homes	30 homes	24 homes	24 homes

Site allocation: OKR8 Kinglake Street Garages (NSP63)

Alternatives considered

The capacity for this site was considered in the OKR Place Making Study 2016 (Allies and Morrison). The study considered high, medium and low options for development based on a Bakerloo Line (2 station, high density scenario) option, a Bakerloo Line (1 or 2 stations, medium scenario) and a no Bakerloo Line extension option (low scenario). This was based on indicative massing. The medium scenario indicated a potential total capacity of 13,658 units and the low option indicated 8,468 units. The Old Kent Road AAP Integrated Impact Assessment explains these options in more detail. The London Plan designates the Old Kent Road Opportunity Area for 12,000 homes and 5,000 jobs. As a result of the detailed masterplan and preparation of the AAP we

have increased this to 20,000 homes and 10,000 jobs over 20 years. This high option was considered the most appropriate option with up to 20,000 homes across the opportunity area, significantly exceeding the target set out by the regional plan.

The Bakerloo Line extension has not yet been confirmed therefore the Council has agreed with the Mayor around 9,500 homes could come forward prior to the confirmation of the BLE (Phase 1) across the whole opportunity area. The remaining 10,500 homes would be delivered in Phase 2 (upon letting of the construction contract for the BLE). The phasing plan shows that NSP60 (OKR8) would deliver within Phase 1 as the site is currently under construction.

The first draft OKR AAP (2016) indicated this site could have a capacity for 22 new homes. Since the AAP was published, a planning application has been submitted and approved. This site has now been constructed and delivers 21 homes. As the capacity has been tested by planning applications, this capacity represents the optimum use of the site.

The site allocation is now an adopted as part of the Southwark Plan 2022.

Options considered summary	Low option	London Plan Option	Medium option	High option	OKR AAP 2016	OKR AAP 2017	OKR AAP 2020
	Opportunity area wide - 8,468 homes	Opportunity area wide – 12,000 homes	Opportunity area wide - 13,658 homes	Opportunity area wide - 20,000 homes	22 homes	22 homes	21 homes

Site allocation: OKR9 4/12 Albany Road (NSP64)
Alternatives considered

The capacity for this site was considered in the OKR Place Making Study 2016 (Allies and Morrison). The study considered high, medium and low options for development based on a Bakerloo Line (2 station, high density scenario) option, a Bakerloo Line (1 or 2 stations, medium scenario) and a no Bakerloo Line extension option (low scenario). This was based on indicative massing. The Old Kent Road AAP Integrated Impact Assessment explains these options in more detail. The medium scenario indicated a potential total capacity of 13,658 units and the low option indicated 8,468 units. The Old Kent Road AAP Integrated Impact Assessment explains these options in more detail. The London Plan designates OKR OA for 12,000 homes and 5,000 jobs and as a result of the detailed masterplan and preparation of the AAP we have increased this to 20,000 homes and 10,000 jobs over 20 years. The high option was considered the most appropriate option with up to 20,000 homes across the opportunity area, significantly exceeding the target set out by the regional plan.

The Bakerloo Line extension has not yet been confirmed therefore the Council has agreed with the Mayor around 9,500 homes could come forward prior to the confirmation of the BLE (Phase 1) across the whole opportunity area. The remaining 10,500 homes would be delivered in Phase 2 (upon letting of the construction contract for the BLE). The phasing plan shows that NSP61 (OKR9) is expected to come forward in Phase 2 (these are subject to review as we monitor actual delivery rates).

The first draft OKR AAP (2016) indicated this site could have a capacity for 24 new homes. There is currently no planning permission or pending application for this site. Any higher options would need to consider existing character, townscape, heritage assets, protected views and the archaeological priority area. A lower option may not optimise the use of the site.

The site allocation is now an adopted as part of the Southwark Plan 2022.

The following site constraints must be considered by any application for redevelopment of this site:

- The site is in close proximity of the Grade II listed former Fire Station on Shorncliffe Road. The unlisted Thomas A. Beckett Pub adjacent to the site is of architectural and historic interest.
- The site partially lies within the Thomas 'A' Beckett and High Street Conservation Area
- The site benefits from Tier 1 APA (Archaeological Priority Area) designation. Located in APA1 – North Southwark and Roman Roads.
- The site lies within the Borough View of St Paul's Cathedral from Nunhead Cemetery.

Options considered summary	Low option	London Plan Option	Medium option	High option	OKR AAP 2016	OKR AAP 2017	OKR AAP 2020
	Opportunity area wide - 8,468 homes	Opportunity area wide – 12,000 homes	Opportunity area wide - 13,658 homes	Opportunity area wide - 20,000 homes	24 homes	24 homes	24 homes

Site allocation: OKR10 Land bounded by Glengall Road, Latona Road and Cantium Retail Park (NSP66)

Alternatives considered

The capacity for this site was considered in the OKR Place Making Study 2016 (Allies and Morrison). The study considered high, medium and low options for development based on a Bakerloo Line (2 station, high density scenario) option, a Bakerloo Line (1 or 2 stations, medium scenario) and a no Bakerloo Line extension option (low scenario). This was based on indicative massing. The Old Kent Road AAP Integrated Impact Assessment explains these options in more detail. The medium scenario indicated a potential total capacity of 13,658 units and the low option indicated 8,468 units. The Old Kent Road AAP Integrated Impact Assessment explains these options in more detail. The London Plan designates OKR OA for 12,000 homes and 5,000 jobs and as a result of the detailed masterplan and preparation of the AAP we have increased this to 20,000 homes and 10,000 jobs over 20 years. The high option was considered the most appropriate option with up to 20,000 homes across the opportunity area, significantly exceeding the target set out by the regional plan.

The first draft OKR AAP (2016) indicated this site could have a capacity for 3,170 new homes. In preparing the next draft of the AAP (2017) further urban design work was undertaken which resulted in a more detailed masterplan and capacity modelling for specific site allocations in the AAP. The Cantium Retail Park Local Development Study 2018 (Patel Taylor) provided further testing and modelling. This ongoing work informed the capacity in the second draft OKR AAP (2017) which indicated this site could have a capacity for 4,200 homes.

The Bakerloo Line extension has not yet been confirmed therefore the Council has agreed with the Mayor around 9,500 homes could come forward prior to the confirmation of the BLE (Phase 1) across the whole opportunity area. The remaining 10,500 homes would be delivered in Phase 2 (upon letting of the construction contract for the BLE). The phasing plan shows which parts of NSP63 (OKR10) would fall within Phase 1 and Phase 2 (these are subject to review as we monitor actual delivery rates).

Since the AAP was published, numerous planning applications have been submitted and approved on the Phase 1 part of this site. Current approvals are 3,368 homes and live applications are a further 71 homes (3,439 total). This leaves a remaining capacity of 1,361 homes on the site. These reflect the potential capacity consistent with the high option scenario and the tall buildings and density strategy developed in the OKR AAP. Multiple sites in the allocation are currently under construction, completed by 2025-2026.

It is currently estimated the site could deliver 4,800 homes consistent with the masterplan and the high option. Non-residential floorspace figures may also be revised however these are likely to be the same or higher than the existing masterplan figures which are summarised in Appendix 1 of the NSP Industrial Background Paper. The masterplan has changed to accommodate a new park at the council owned site at Frensham Street depot, which will be delivered adjacent to the Surrey Canal linear park planned through the site. More open space has been accommodated in pocket parks throughout the site. Two buildings of historic merit will also be retained on the park and transformed into community, youth or café spaces. A stand-alone industrial building is planned for at the Shurgard site which increases industrial capacity. Part of the site to the west of Ossory Road has been designated as LSIS.

The site allocation is now an adopted as part of the Southwark Plan 2022.

The following constraints have been considered when masterplanning for the site. The impacts have been fully analysed in the Old Kent Road AAP evidence base:

- The site includes the Grade II listed mural depicting the history of Old Kent Road and is in proximity of Grade II listed buildings on Glengall Road. The site contains buildings and features of townscape merit and two chimneys of historic interest.
- The site is within the setting of the Glengall Road Conservation Area
- The western part of the site lies within the Borough View of St Paul's Cathedral from One Tree Hill.
- The site benefits from Tier 1 APA (Archaeological Priority Area) designation. Located in APA1 – North Southwark and Roman Roads.

Options considered summary	Low option	London Plan Option	Medium option	High option	OKR AAP 2016	OKR AAP 2017	OKR AAP 2020
	Opportunity area wide - 8,468 homes	Opportunity area wide – 12,000 homes	Opportunity area wide - 13,658 homes	Opportunity area wide - 20,000 homes	3,170 homes	4,200 homes	4,800 homes

Site allocation: OKR11 Marlborough Grove and St James's Road (NSP67)

Alternatives considered

The capacity for this site was considered in the OKR Place Making Study 2016 (Allies and Morrison). The study considered high, medium and low options for development based on a Bakerloo Line (2 station, high density scenario) option, a Bakerloo Line (1 or 2 stations, medium scenario) and a no Bakerloo Line extension option (low scenario). This was based on indicative massing. The Old Kent Road AAP Integrated Impact Assessment explains these options in more detail. The medium scenario indicated a potential total capacity of 13,658 units and the low option indicated 8,468 units. The Old Kent Road AAP Integrated Impact Assessment explains these options in more detail. The London Plan designates OKR OA for 12,000 homes and 5,000 jobs and as a result of the detailed masterplan and preparation of the AAP we have increased this to 20,000 homes and 10,000 jobs over 20 years. The high option was considered the most appropriate option with up to 20,000 homes across the opportunity area, significantly exceeding the target set out by the regional plan.

The Bakerloo Line extension has not yet been confirmed therefore the Council has agreed with the Mayor around 9,500 homes could come forward prior to the confirmation of the BLE (Phase 1) across the whole opportunity area. The remaining 10,500 homes would be delivered in Phase 2 (upon letting of the construction contract for the BLE). The phasing plan shows which parts of NSP64 (OKR11) would fall within Phase 1 and Phase 2 (these are subject to review as we monitor actual delivery rates).

The first draft OKR AAP (2016) indicated this site could have a capacity for 1,095 new homes. In preparing the next draft of the AAP (2017) further urban design work was undertaken which resulted in a more detailed masterplan and capacity modelling for specific site allocations in the AAP.

Since the AAP was published, a planning application has been submitted and approved subject to s106 agreement on the Phase 1 part of this site. Current approvals are equivalent to 100 homes (student housing) and live applications are for a further 15 homes. Further masterplanning for the AAP 2020 shows the site could accommodate up to 1,200 homes. The council has had pre-application discussions with Royal London Mutual Insurance, the owner of the largest site in the allocation, the Six Bridges Estate, and the revised masterplan incorporates a re-provision of circa 11,000sqm of warehousing and distribution space which is a particular priority of RLMI. The masterplan has been adjusted slightly reconfiguring some of the proposed masterplan buildings and retained buildings along St James' Road. The masterplan also shows 0.19ha of open space. This is consistent with the high option. Non-residential floorspace figures may also be revised however these are likely to be the same or higher than the existing masterplan figures which are summarised in Appendix 1 of the NSP Industrial Background Paper.

The site allocation is now an adopted as part of the Southwark Plan 2022.

Options considered summary	Low option	London Plan Option	Medium option	High option	OKR AAP 2016	OKR AAP 2017	OKR AAP 2020
	Opportunity area wide - 8,468 homes	Opportunity area wide – 12,000 homes	Opportunity area wide - 13,658 homes	Opportunity area wide - 20,000 homes	1,095 homes	1,012 homes	1,200 homes

Site allocation: OKR12 Former Southern Railway Stables (NSP65)

Alternatives considered

The capacity for this site was considered in the OKR Place Making Study 2016 (Allies and Morrison). The study considered high, medium and low options for development based on a Bakerloo Line (2 station, high density scenario) option, a Bakerloo Line (1 or 2 stations, medium scenario) and a no Bakerloo Line extension option (low scenario). This was based on indicative massing. The Old Kent Road AAP Integrated Impact Assessment explains these options in more detail. The medium scenario indicated a potential total capacity of 13,658 units and the low option indicated 8,468 units. The Old Kent Road AAP Integrated Impact Assessment explains these options in more detail. The London Plan designates OKR OA for 12,000 homes and 5,000 jobs and as a result of the detailed masterplan and preparation of the AAP we have increased this to 20,000 homes and 10,000 jobs over 20 years. The high option was considered the most appropriate option with up to 20,000 homes across the opportunity area, significantly exceeding the target set out by the regional plan.

The Bakerloo Line extension has not yet been confirmed therefore the Council has agreed with the Mayor around 9,500 homes could come forward prior to the confirmation of the BLE (Phase 1) across the whole opportunity area. The remaining 10,500 homes would be delivered in Phase 2 (upon letting of the construction contract for the BLE). The phasing plan shows that NSP62 (OKR12) is expected to come forward in Phase 1 (these are subject to review as we monitor actual delivery rates).

A feasibility study was undertaken by Makower Architects in 2018 which indicated the site could allocate 103 homes and 765m² of workspace suitable for B class employment uses. The site is expected to come forward as one holding for redevelopment. The masterplan for the site has been updated in 2020 however it is still estimated the site could deliver up to 103 homes consistent with the high option. The revised masterplan reconfigures the proposed buildings taking account of consultation with residents at the adjacent Stephenson Crescent as well as retaining part of the historic buildings at the stables and the forge, and making the currently designated but inaccessible public open space (horse paddock and exercise) into an accessible park or allotment space for the community (0.08ha open space).

For the 2024 AAP a revised feasibility study was undertaken by Maccreanor Lavington Architects to inform the capacity for the site. Given the Article 4 direction on the locally listed former railway stables, horse hospital and the forge. Massing has been reduced and setback to preserve and enhance the historic assets. The revised study recommends a reduction of capacity to 60 homes.

The site allocation is now an adopted as part of the Southwark Plan 2022.

The following constraints have been considered when masterplanning for the site. The impacts have been fully analysed in the Old Kent Road AAP evidence base:

- The unlisted former Southern Railway Stables, horse hospital and the forge are identified as buildings of architectural and historic interest and are subject to an Article 4 Direction.
- The site benefits from Tier 1 APA (Archaeological Priority Area) designation. Located in APA1 – North Southwark and Roman Roads.
- The site includes land designated as other open space but is not currently accessible.

Options considered summary	Low option	London Plan Option	Medium option	High option	OKR AAP 2016	OKR AAP 2017	OKR AAP 2020
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	Opportunity area wide - 8,468 homes	Opportunity area wide – 12,000 homes	Opportunity area wide - 13,658 homes	Opportunity area wide - 20,000 homes	n/a	119 homes	103 homes
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Site allocation: OKR13 Sandgate Street and Verney Road (NSP68)

Alternatives considered

The capacity for this site was considered in the OKR Place Making Study 2016 (Allies and Morrison). The study considered high, medium and low options for development based on a Bakerloo Line (2 station, high density scenario) option, a Bakerloo Line (1 or 2 stations, medium scenario) and a no Bakerloo Line extension option (low scenario). This was based on indicative massing. The Old Kent Road AAP Integrated Impact Assessment explains these options in more detail. The medium scenario indicated a potential total capacity of 13,658 units and the low option indicated 8,468 units. The Old Kent Road AAP Integrated Impact Assessment explains these options in more detail. The London Plan designates OKR OA for 12,000 homes and 5,000 jobs and as a result of the detailed masterplan and preparation of the AAP we have increased this to 20,000 homes and 10,000 jobs over 20 years. The high option was considered the most appropriate option with up to 20,000 homes across the opportunity area, significantly exceeding the target set out by the regional plan.

The Bakerloo Line extension has not yet been confirmed therefore the Council has agreed with the Mayor around 9,500 homes could come forward prior to the confirmation of the BLE (Phase 1) across the whole opportunity area. The remaining 10,500 homes would be delivered in Phase 2 (upon letting of the construction contract for the BLE). The phasing plan shows which parts of NSP65 (OKR13) would fall within Phase 1 and Phase 2 (these are subject to review as we monitor actual delivery rates).

The first draft OKR AAP (2016) indicated this site could have a capacity for 3045 new homes. The site boundary was smaller at OKR13 and larger at the adjacent site OKR18 in 2016. In preparing the next draft of the AAP (2017) further urban design work was undertaken which resulted in a more detailed masterplan and capacity modelling for specific site allocations in the AAP. A feasibility study by Stitch Architects in 2018 indicated a capacity of 3754 new homes for the site.

Since the AAP was published, numerous planning applications have been submitted and approved on the Phase 1 part of this site. At 2 Varcoe Road a scheme for 74 homes is under construction and current approvals are 1,863 homes. Live applications indicate a further 146 homes, bringing a total of 2083 currently in planning homes to be delivered in Phase 1 of the site. These reflect the potential capacity consistent with the high option scenario and the tall buildings and density strategy developed in the OKR AAP. Further masterplanning work to support the AAP indicates the site could accommodate up to 5,300 homes. Non-residential floorspace figures may also be revised however these are likely to be the same or higher than the existing masterplan figures which are summarised in Appendix 1 of the NSP Industrial Background Paper. This is consistent with the high option. Revised masterplanning has looked carefully at how this site could be delivered in respect of different land ownerships. It is proposed to move the linear park alignment from the centre of the site to partially close Verney Road ensuring vehicle access to be phased for existing residents and businesses whilst the park is constructed. A new park space has been created to the rear of the Canal Grove cottages which would link with the linear park and the retained mature trees at the rear of the gardens. Regarding the gasworks, the land is part owned by Southwark, National Grid and a developer, Avanton who have acquired the SGN interest, which includes the listed gasholder. All three landowners will contribute land to form a park of 1.37ha. Pre-application discussions have been held with Avanton, who envisage refurbishing the gasholder, potentially incorporating a lido and gifting it to the council alongside a landscaped open space. There is a stand alone industrial building shown on the masterplan in the place of gasholder 10 which was dismantled in 2019. The site is currently let to National Grid, although freeholder SGN anticipate it will become available for development post 2026. To the east of the proposed park, the land is owned by the council and the Rich Group. The mixed use development envisaged on this site reflects a pre-application proposed made by the Rich Group.

A Standalone Industrial building has been granted consent to replace the extant mixed-use development on the site. Capacity has been found elsewhere on the site, so there will be no change to residential capacity.

The site allocation is now an adopted as part of the Southwark Plan 2022.

The following constraints have been considered when masterplanning for the site. The impacts have been fully analysed in the Old Kent Road AAP evidence base:

- The site includes the Grade II listed mural depicting the history of Old Kent Road and is in proximity of Grade II listed buildings on Glengall Road.
- The site contains buildings and features of townscape merit and two chimneys of historic interest.
- The site is within the setting of the Glengall Road Conservation Area.
- The western part of the site lies within the Borough View of St Paul's Cathedral from One Tree Hill.
- The site benefits from Tier 1 APA (Archaeological Priority Area) designation. Located in APA1 – North Southwark and Roman Roads.
- The site is in proximity to Burgess Park and Surrey Canal (designated Metropolitan Open Land)

Options considered summary	Low option	London Plan Option	Medium option	High option	OKR AAP 2016	OKR AAP 2017	OKR AAP 2020
	Opportunity area wide - 8,468 homes	Opportunity area wide – 12,000 homes	Opportunity area wide - 13,658 homes	Opportunity area wide - 20,000 homes	3,045 homes	3,680 homes	5,300 homes

Site allocation: OKR14 634 – 636 Old Kent Road (NSP73)

Alternatives considered

The capacity for this site was considered in the OKR Place Making Study 2016 (Allies and Morrison). The study considered high, medium and low options for development based on a Bakerloo Line (2 station, high density scenario) option, a Bakerloo Line (1 or 2 stations, medium scenario) and a no Bakerloo Line extension option (low scenario). This was based on indicative massing. The Old Kent Road AAP Integrated Impact Assessment explains these options in more detail. The medium scenario indicated a potential total capacity of 13,658 units and the low option indicated 8,468 units. The Old Kent Road AAP Integrated Impact Assessment explains these options in more detail. The London Plan designates OKR OA for 12,000 homes and 5,000 jobs and as a result of the detailed masterplan and preparation of the AAP we have increased this to 20,000 homes and 10,000 jobs over 20 years. The high option was considered the most appropriate option with up to 20,000 homes across the opportunity area, significantly exceeding the target set out by the regional plan.

The Bakerloo Line extension has not yet been confirmed therefore the Council has agreed with the Mayor around 9,500 homes could come forward prior to the confirmation of the BLE (Phase 1) across the whole opportunity area. The remaining 10,500 homes would be delivered in Phase 2 (upon letting of the construction contract for the BLE). The phasing plan shows that NSP70 (OKR14) would be delivered within Phase 1.

The first draft OKR AAP (2016) indicated this site could have a capacity for 22 new homes. A planning application, 17/AP/1646, came forward in 2017 indicating a capacity of 42 homes. This has been approved and is currently under construction, due to be completed by 2026. As the capacity has been tested by a planning application, this capacity represents the optimum use of the site.

The site allocation is now an adopted as part of the Southwark Plan 2022.

The following constraints were considered when determining the application:

- The site benefits from Tier 1 APA (Archaeological Priority Area) designation. Located in APA1 – North Southwark and Roman Roads.

Options considered summary	Low option	London Plan Option	Medium option	High option	OKR AAP 2016	OKR AAP 2017	OKR AAP 2020
	Opportunity area wide - 8,468 homes	Opportunity area wide – 12,000 homes	Opportunity area wide - 13,658 homes	Opportunity area wide - 20,000 homes	22 homes	42 homes	42 homes

Site allocation: OKR15 684-698 Old Kent Road (Kwikfit Garage) (NSP72)

Alternatives considered

The capacity for this site was considered in the OKR Place Making Study 2016 (Allies and Morrison). The study considered high, medium and low options for development based on a Bakerloo Line (2 station, high density scenario) option, a Bakerloo Line (1 or 2 stations, medium scenario) and a no Bakerloo Line extension option (low scenario). This was based on indicative massing. The Old Kent Road AAP Integrated Impact Assessment explains these options in more detail. The medium scenario indicated a potential total capacity of 13,658 units and the low option indicated 8,468 units. The Old Kent Road AAP Integrated Impact Assessment explains these options in more detail. The London Plan designates OKR OA for 12,000 homes and 5,000 jobs and as a result of the detailed masterplan and preparation of the AAP we have increased this to 20,000 homes and 10,000 jobs over 20 years. The high option was considered the most appropriate option with up to 20,000 homes across the opportunity area, significantly exceeding the target set out by the regional plan.

The Bakerloo Line extension has not yet been confirmed therefore the Council has agreed with the Mayor around 9,500 homes could come forward prior to the confirmation of the BLE (Phase 1) across the whole opportunity area. The remaining 10,500 homes would be delivered in Phase 2 (upon letting of the construction contract for the BLE). The phasing plan shows which parts of NSP69 (OKR15) would come forward in Phase 2 (these are subject to review as we monitor actual delivery rates).

The first draft OKR AAP (2016) indicated this site could have a capacity for 70 new homes. The AAP (2017) revised this to 65 homes. There is currently no planning permission or pending applications for this site. Any higher options would need to consider existing character, townscape, heritage assets, protected views and the archaeological priority area. A lower option may not optimise the use of the site.

The site allocation is now an adopted as part of the Southwark Plan 2022.

The following site constraints must be considered by any application for redevelopment of this site:

- The site is adjacent to the Grade II listed Camberwell Public Library and Livesey Museum.
- The site benefits from Tier 1 APA (Archaeological Priority Area) designation. Located in APA1 – North Southwark and Roman Roads.

Options considered summary	Low option	London Plan Option	Medium option	High option	OKR AAP 2016	OKR AAP 2017	OKR AAP 2020
	Opportunity area wide - 8,468 homes	Opportunity area wide – 12,000 homes	Opportunity area wide - 13,658 homes	Opportunity area wide - 20,000 homes	70 homes	65 homes	65 homes

Site allocation: OKR16 Hatcham Road, Penarth Street and Ilderton Road (NSP70)

Alternatives considered

The capacity for this site was considered in the OKR Place Making Study 2016 (Allies and Morrison). The study considered high, medium and low options for development based on a Bakerloo Line (2 station, high density scenario) option, a Bakerloo Line (1 or 2 stations, medium scenario) and a no Bakerloo Line extension option (low scenario). This was based on indicative massing. The Old Kent Road AAP Integrated Impact Assessment explains these options in more detail. The medium scenario indicated a potential total capacity of 13,658 units and the low option indicated 8,468 units. The Old Kent Road AAP Integrated Impact Assessment explains these options in more detail. The London Plan designates OKR OA for 12,000 homes and 5,000 jobs and as a result of the detailed masterplan and preparation of the AAP we have increased this to 20,000 homes and 10,000 jobs over 20 years. The high option was considered the most appropriate option with up to 20,000 homes across the opportunity area, significantly exceeding the target set out by the regional plan.

The Bakerloo Line extension has not yet been confirmed therefore the Council has agreed with the Mayor around 9,500 homes could come forward prior to the confirmation of the BLE (Phase 1) across the whole opportunity area. The remaining 10,500 homes would be delivered in Phase 2 (upon letting of the construction contract for the BLE). The phasing plan shows which parts of NSP67 (OKR16) would fall within Phase 1 and Phase 2 (these are subject to review as we monitor actual delivery rates).

In the first draft OKR AAP (2016) this site was proposed as two allocations and indicated a combined capacity for 2310 new homes. In preparing the next draft of the AAP (2017) further urban design work was undertaken which resulted in a more detailed masterplan and capacity modelling for specific site allocations in the AAP. The site was brought forward as a single allocation indicating a capacity of 1460 new homes.

One application has been approved and built delivering 9 homes. Numerous other planning applications have been submitted and approved on the Phase 1 part of this site. There are three schemes which have been approved and are currently under construction which will deliver a total of 178 homes. Current approvals are 701 homes. There is currently one pending application for a mixed use student housing scheme which, if approved, would deliver the equivalent of 141 homes. Several developers and landowners are in discussions with the Council about redevelopment of various parts of the site. Based on masterplanning work, it is expected that the site has the capacity for 2200 new homes. This reflects the potential capacity consistent with the high option scenario and the tall buildings and density strategy developed in the OKR AAP. LSIS has been introduced to the central section of the site. The masterplan identifies the new park, Pat Hickson Gardens and new open space to the north of Ilderton Road and revises the Hatcham Road park space at the centre of the site. The masterplan reflects servicing requirements for industrial mixed-use development along Ilderton Road.

A number of applications have been built or are currently under construction within the site allocation.

The site allocation is now an adopted as part of the Southwark Plan 2022.

The following constraints have been considered when masterplanning for the site. The impacts have been fully analysed in the Old Kent Road AAP evidence base:

- The site contains some buildings of townscape merit and buildings of architectural and historic interest.
- The site benefits from Tier 1 APA (Archaeological Priority Area) designation. Located in APA1 – North Southwark and Roman Roads
- The site is in proximity to South Bermondsey Railway Embankments (Borough Open Land) at the north end of the site.

Options considered summary	Low option	London Plan Option	Medium option	High option	OKR AAP 2016	OKR AAP 2017	OKR AAP 2020
	Opportunity area wide - 8,468 homes	Opportunity area wide – 12,000 homes	Opportunity area wide - 13,658 homes	Opportunity area wide - 20,000 homes	1,285 and 1,025 homes (2,310)	1,460 homes	2,200 homes

Site allocation: OKR17 760 and 812 Old Kent Road (Former Toys 'R' Us) and 840 Old Kent Road (Aldi) (NSP71)

Alternatives considered

The capacity for this site was considered in the OKR Place Making Study 2016 (Allies and Morrison). The study considered high, medium and low options for development based on a Bakerloo Line (2 station, high density scenario) option, a Bakerloo Line (1 or 2 stations, medium scenario) and a no Bakerloo Line extension option (low scenario). This was based on indicative massing. The Old Kent Road AAP Integrated Impact Assessment explains these options in more detail. The medium scenario indicated a potential total capacity of 13,658 units and the low option indicated 8,468 units. The Old Kent Road AAP Integrated Impact Assessment explains these options in more detail. The London Plan designates OKR OA for 12,000 homes and 5,000 jobs and as a result of the detailed masterplan and preparation of the AAP we have increased this to 20,000 homes and 10,000 jobs over 20 years. The high option was considered the most appropriate option with up to 20,000 homes across the opportunity area, significantly exceeding the target set out by the regional plan.

The Bakerloo Line extension has not yet been confirmed therefore the Council has agreed with the Mayor around 9,500 homes could come forward prior to the confirmation of the BLE (Phase 1) across the whole opportunity area. The remaining 10,500 homes would be delivered in Phase 2 (upon letting of the construction contract for the BLE). The phasing plan shows which parts of NSP68 (OKR17) would fall within Phase 1 and Phase 2 (these are subject to review as we monitor actual delivery rates).

In the first draft OKR AAP (2016) this site was proposed as two allocations and indicated a combined capacity for 740 new homes. In preparing the next draft of the AAP (2017) further urban design work was undertaken which resulted in a more detailed masterplan and capacity modelling for specific site allocations in the AAP. The site was brought forward as a single allocation indicating a capacity of 1700 new homes.

Since the AAP was published, a planning application has been submitted and approved subject to s106 agreement on the Phase 1 part of this site. Current approvals are 168 homes and live applications are a further 138 homes (Phase 2) (322 total). The site allocation capacity has been revised to a lower capacity of 1,000 units based on further masterplanning work. The capacity is consistent with the high option scenario and the tall buildings and density strategy developed in the OKR AAP.

The Aldi site is currently under construction and provides 170 homes, due to be completed by 2025.

The site allocation is now an adopted as part of the Southwark Plan 2022.

The former Toysrus store site will be required for one of the new Bakerloo Line Extension stations. To help deliver the station the council is in the process of acquiring the site. The masterplan has revised the open space on the site from the rear of the buildings to the eventual location on the Aldi car park (0.09ha). The station entrance will be a generous public square and the masterplan shows the redesigned junction of Asylum Road with Old Kent Road. The following constraints have also been considered for the site:

- The site is within proximity of the Grade II listed Licensed Victuallers Benevolent Institution (Caroline Gardens).
- The site is in close proximity of the Caroline Gardens Conservation Area
- The site benefits from Tier 1 APA (Archaeological Priority Area) designation. Located in APA1 – North Southwark and Roman Roads
- The site is in proximity to Brimington Park (Borough Open Land).

Options considered summary	Low option	London Plan Option	Medium option	High option	OKR AAP 2016	OKR AAP 2017	OKR AAP 2020
	Opportunity area wide - 8,468 homes	Opportunity area wide – 12,000 homes	Opportunity area wide - 13,658 homes	Opportunity area wide - 20,000 homes	590 homes and 150 homes (740)	1,700 homes	1,000 homes

Site allocation: OKR18 Devon Street and Sylvan Grove (NSP69)

Alternatives considered

The capacity for this site was considered in the OKR Place Making Study 2016 (Allies and Morrison). The study considered high, medium and low options for development based on a Bakerloo Line (2 station, high density scenario) option, a Bakerloo Line (1 or 2 stations, medium scenario) and a no Bakerloo Line extension option (low scenario). This was based on indicative massing. The Old Kent Road AAP Integrated Impact Assessment explains these options in more detail. The medium scenario indicated a potential total capacity of 13,658 units and the low option indicated 8,468 units. The Old Kent Road AAP Integrated Impact Assessment explains these options in more detail. The London Plan designates OKR OA for 12,000 homes and 5,000 jobs and as a result of the detailed masterplan and preparation of the AAP we have increased this to 20,000 homes and 10,000 jobs over 20 years. The high option was considered the most appropriate option with up to 20,000 homes across the opportunity area, significantly exceeding the target set out by the regional plan.

The Bakerloo Line extension has not yet been confirmed therefore the Council has agreed with the Mayor around 9,500 homes could come forward prior to the confirmation of the BLE (Phase 1) across the whole opportunity area. The remaining 10,500 homes would be delivered in Phase 2 (upon letting of the construction contract for the BLE). The phasing plan shows which parts of NSP66 (OKR18) would fall within Phase 1 and Phase 2 (these are subject to review as we monitor actual delivery rates).

The first draft OKR AAP (2016) indicated this site could have a capacity for 1,390 new homes. In preparing the next draft of the AAP (2017) further urban design work was undertaken which resulted in a more detailed masterplan and capacity modelling for specific site allocations in the AAP and indicated the capacity for this site at 740 homes.

Since the AAP was published, numerous planning applications have been submitted on the Phase 1 part of this site. An affordable housing development has been completed delivering 80 homes. Two applications have recently been approved providing a total of 784 homes. Since 2017 the council has acquired 727-733 Old Kent Road and 2-20 Devon Street (known as the Folgate Estate) and undertaken further masterplanning indicating a capacity for around 260 homes and commercial space. The site is also the subject of a Future High Street Fund application to MHCLG to help assemble a larger site and refurbish the frontage building to provide retail and commercial space. A Standalone industrial building is proposed on the food warehouse store, with retail frontage along Old Kent Road. A number of permissions have been given consent for a mix of student and conventional housing within the site allocation. There are no further live applications pending for residential development in the allocation. Based on the current permissions and masterplanning work, including pocket parks, the site has the capacity for 1500 new homes. This reflects the capacity consistent with the high option scenario and the tall buildings and density strategy developed in the OKR AAP.

The site allocation is now an adopted as part of the Southwark Plan 2022.

The following constraints have been considered when masterplanning for the site. The impacts have been fully analysed in the Old Kent Road AAP evidence base:

- The site contains buildings of townscape merit.
- The site partially lies within the Kentish Drovers and Bird in Bush Conservation Area and is in proximity to the Caroline Gardens Conservation Area.
- The site benefits from Tier 1 APA (Archaeological Priority Area) designation. Located in APA1 – North Southwark and Roman Roads

Options considered summary	Low option	London Plan Option	Medium option	High option	OKR AAP 2016	OKR AAP 2017	OKR AAP 2020
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	Opportunity area wide - 8,468 homes	Opportunity area wide – 12,000 homes	Opportunity area wide - 13,658 homes	Opportunity area wide - 20,000 homes	1,390 homes	740 homes	1,500 homes
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DRAFT OLD KENT ROAD AAP/OAPF Integrated Impact Assessment Appendices

No.	Title
Appendix 1	Scoping report consultation summary
Appendix 2	The SEA Directive Requirements
Appendix 3	Relevant Plans, Strategies and Programmes
Appendix 4	IIA Appraisal of the AAP options
Appendix 5	IIA Appraisal of the AAP policies
Appendix 6	Mental Well-being Impact Assessment Screening

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MENTAL WELL-BEING IMPACT ASSESSMENT: SCREENING REPORT

The impact of the redevelopment of the Old Kent Road area on the mental well-being of the local people living and working in the area.

Report by: Tony Coggins and Nina James

Screening Meeting held on: Friday 5th February 2016

Present:

Tim Cutts, Southwark Planning and policy Team

Sarah Totterdell, Community Participation team, Southwark Council

Ambrose Omoma, Community Involvement Project worker, Southwark Council

Any Florin, Mental Well-being Specialist, Lambeth and Southwark Public Health Department

What is an MWIA Screening?

The desktop Mental Well-being Impact Assessment (MWIA) screening tool has been designed to help people who are planning or providing policies, services, programmes or projects to begin to find out how they might make a difference to mental well-being. The process is designed to help people decide whether its worth undertaking a more intensive MWIA involving a wide range of people: screening is the *first* stage in MWIA and is a reflection of the view of a small group of invited stakeholders but it can be a valuable stand alone short assessment.

Summary of Project/proposal being screened

Southwark Council is developing a Plan for the Old Kent Road (Old Kent Road Area Action Plan), which will inform its re-development, this will include significant changes to the physical environment including housing, business and transport. The focus of the consultation and evidence gathering to-date has been on the retail and industrial land rather than existing housing land. However, the plan period will cover a 20 year period and because of this will need to be flexible to accommodate and manage change across the opportunity area. Any regeneration of Southwark housing estates would be undertaken in accordance with the principles agreed by Southwark's cabinet in July 2015. The Bakerloo line may be extended from Elephant and Castle to Lewisham along the Old Kent Road creating 2 stations with a completion date of 2030. If this goes ahead it will fundamentally transform the area.

An integrated impact assessment is being undertaken on the plan and the findings from the screening could inform this process.

Summary

A wide range of potential long term and short-term impacts on the determinants of mental well-being have been identified by the screening. These are summarised below.

Population groups who may be disproportionately affected:

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A number of population groups who may be disproportionately affected by the regeneration of the Old Kent Road area have been identified:

Later Life

The key areas that influence mental health in later life are age discrimination, participation, relationships, physical health and poverty. Fear of crime and lack of transport are also consistent themes with 'daily hassles' contributing more significantly to psychological distress than major life events. Participants felt that potentially the redevelopment will impact positively on older people if it results in the development of more suitable housing (homes for life) and more accessible local shops rather than the large retail parks which currently exist. However the changing identity of the area may be difficult for those who have lived there for a long time and may have a strong sense of connection with the existing Old Kent Road.

- **Socio-economic Position (SEP)**

SEP refers to the position of individuals and families relative to others measured by differences in educational outcomes, income, occupation, housing tenure and wealth. Socio-economic position shapes access to material resources and is a major determinant of health inequalities. There is a high proportion of social housing and poverty in the area. Participants felt that there was a fear that much of the new housing won't be affordable to these groups, potentially increasing inequality as those of a higher SEP move in. Because of this, affordable housing and private rented housing for middle income groups will need to be an important part of the mix of homes to be built.

- **Race and ethnicity**

Race and ethnic differences in the levels of mental well-being and prevalence of mental disorders are due to a complex combination of socio-economic factors, racism, diagnostic bias and cultural and ethnic differences and are reflected in how mental health and distress are presented, perceived and interpreted. Participants thought that there was an increasing presence of Latin American and East African/Middle Eastern businesses, and a large number of African based faith churches in the area who have the potential to be affected both positively and negatively. In the short-term the redevelopment potentially offers a to boost business, given the additional housing and increasing population. However in the long-term (10 – 15 years) there is both the threat that as premise prices rise some of the small cultural business may be displaced but also an opportunity for existing businesses to benefit from a growing customer base. . There is also potential for rising prices to similarly affect the large proportion of faith groups in the area, however there's a real opportunity here to ensure existing community assets are protected and promoted by the redevelopment.

- **Disability**

Life chances (notably education, employment and housing) social inclusion, support, choice, control and opportunities to be independent are key factors influencing the mental health of people with disabilities. Participants felt that improved transport links and accessibility would potentially impact positively on people with disabilities however in the short-term the impact may be negative in the form of disruption to travel routes e.g. temporary closure of foot paths for people who are sight impaired.

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- **Other Population Groups- Travellers**

There are currently three traveller sites in the area. There is a need to think more widely than the opportunity area about how need for such sites can be met and the council is considering the preparation of a separate borough-wide local plan to address these issues.

Wider determinants of mental well-being affected

Mental health and well-being is also affected by the wider determinants of health such as education, housing and employment. The screening identified that the redevelopment had the potential to affect the impact that the following wider determinants of health:

- **Ease of access to high quality services**

Overall, the regeneration programme will be an opportunity to improve and increase the services and facilities in the Old Kent Road area, for example with the addition of schools and green space. The challenge will be ensuring the infrastructure is developed at the same time as the population numbers rise, to avoid any additional burden on existing services such as health and social care and a potential reduction in the quality of service provision.

- **Access to Quality Housing**

With the potential for the development of an additional 20,000 new homes participants felt that the planned regeneration was likely to impact positively on access to quality housing, however if 'affordable' homes are still not affordable to existing residents the impact could be negative.

- **Physical Environment**

Participants identified a key potential positive impact of the plan was its ability to both improve access to existing green space but also create new high quality spaces such as communal gardens, facilities for children's play and food growing. The potential negative was that growth will put additional on existing spaces such as Burgess Park. These will need improvement to help absorb the impact of growth

- **Economic Security**

The redevelopment is likely to increase the number of jobs in the area from 9,000 to 14,000. It is usual for developers to be contractually required to ensure a minimum of 25% of jobs to be allocated to local people. Participants thought that generally this was likely to have a positive impact. However there was a concern that longer-term some SMEs may be displaced due to rising rent costs. The AAP could mitigate this through provision of the right kind of space in new development.

- **Tackling Inequalities**

Tackling inequalities was a recurring theme. Participants felt that the impact could be both positive and negative depending on how much existing residents benefited from better, housing and employment opportunities. The housing stock will be mix tenure, which people thought potentially offers access to non-stigmatising housing.

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- **Transport**

Participants thought that improved transport and transport infrastructure was potentially one of the biggest positive impacts of the redevelopment on people's wellbeing. Currently the area is very difficult to move around. The Bakerloo extension, segregated cycle lanes and improved access through the exiting retail/industrial sites and network of spaces is likely to increase access to services and resources for residents. However people, noted that this was a long-term gain and that in the short-term there was likely to be additional pressure as transport /transport links are disrupted by the physical redevelopment and the local population increases.

Protective factors affected

There are three main protective factors that are considered to promote and protect mental well-being, enhancing control, increasing resilience and community assets and facilitating participation and inclusion. Screening participants thought that plans for the redevelopment of the Old Kent had the potential impact on the following protective factors for local people:

Control

As discussed above population groups are likely to be affected differently and therefore the sense of control may vary from group to group. The consultation process itself emerged as an important protective factor, giving local people the opportunity to express their views on the regeneration programme and influence the decisions that will affect them. Participants felt that it was important that people believed that it was a genuine and transparent process. The fact the changes are happening incrementally and over a long period of time is also important, as it gives people time to make their own decisions about their future in the area. The redevelopment also provides the opportunity to develop housing targeted at the older generation, supporting their independence in later life. In terms of those groups who might be negatively affected, there is a risk that some businesses will experience a loss of control in the long term if they can no longer afford to stay in the area and residents living in private rented accommodation, if rents rise.

Resilience

At the individual level there's hope that the regeneration programme will build a sense of optimism amongst local residents, especially as they start to see the work progress. This is countered by a risk that people's sense of belonging and identification with the area will be impacted as the Old Kent Road changes and new people move into the area, especially amongst those who have lived in the area a long time. The regeneration will provide an opportunity to support healthier lifestyles, for example through the creation of green spaces, improved cycle access and walkways, and communal gardens for home food growing. People thought that in the short-term air quality was likely to drop due to additional road traffic and that this was likely to have a negative impact, unless mitigated.

At the community level, opportunities to make the area feel safer and to facilitate the creation of shared public spaces emerged very strongly. The creation of shared spaces e.g. communal gardens and housing developments has the potential to boost social networks

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and relationships, as would the increased provision of 'high street' shops as places for social interaction, however further research would need to be done on the evidence around what works. The faith groups in the area already provide a strong support structure to many, so there is a need to protect and promote these. Finally, there's a need to ensure some of the new jobs are awarded locally – and the same for resources – to support a sustainable local economy.

Participation and inclusion

At the individual level, the consultation itself has provided local residents with an opportunity to participate in local decision-making. People's sense of belonging to the area also emerged as a key factor that could be impacted over the longer term although whether this will be more positive or negative isn't clear yet.

At the community level, there is a danger that the new affordable housing will be out of the price range of local residents – and the cost of participating therefore too high. In terms of ways to get involved, it emerged that there is currently a strong volunteering culture in the area, which the regeneration should protect and promote. Finally, there is an issue around community cohesion and a risk that this could be disrupted in the short-term as people express different opinion as part of the consultation and longer-term as the population grows and changes. Participants thought the area plan with a transparent process could help mediate some of these potential conflicts.

In summary a particular focus on older people, those facing the greatest inequalities, BME communities and people with disabilities identifying how to:

a) maximise the **potential positive impacts**:

- Ensure local people are able to access affordable homes created as part of the redevelopment
- Create access to high quality public spaces such as communal gardens and existing green space
- Increased employment and training opportunities for local people provide by the redevelopment
- Opportunities for local businesses to benefit from the regeneration, growing population and new business
- Improved local people's ability to move around the area through transport links, including cycle lanes and walk ways.
- Increase sense of safety through the built environment
- Ensure the consultation process increases people sense control and of being heard
- Consider how the plan creates hope and optimism for the future
- Increase opportunities for people to have social contact through creating and maximising spaces and opportunities for interaction
- Presence of strong faith based communities and churches

And

b) mitigate **potential negative impacts**:

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- Potential for unaffordable commercial rents for small local businesses in the longer term. Could use planning policies to safeguard cheaper business space
- Ease potential short-term pressure on transport by working with TFL
- Short-term impact of building on air quality
- Impact of population rising faster than the capacity of local services such as health, education and transport can accommodate the greater numbers
- Changing population increases inequalities
- Local people feeling that they have no say or influence over the area plan and redevelopment

Outcome:

The screening process suggests that there are potential significant short-term and long-term impacts on the mental well-being of people living and working in the Old Kent Road. As such and the programme may benefit from more in-depth work with key stakeholder groups as part of a full MWIA process.

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Appendix 1

1 FINDINGS FROM THE MWIA – SCREENING

Initial questions

Why do you want to look at the impact of the redevelopment of the Old Kent Road area on the mental well-being of the local people living and working in the area?

Is there an opportunity to influence or change anything about the ways people are working or supported?

Yes, the process of consulting the community about the area and the changes that would like to see has been going on for about a year plan. Have most of the information and are starting to work on the plan. The results of the MWIA can feed into this process.

2 Population groups Table 1 presents an assessment of impact on mental well-being for different population groups – these are clustered into groups that the evidence suggests are more vulnerable to poorer mental well-being.

30 - 40,000 live and work in the area another 20,000 homes will double that population

Table 1: MWIA Screening of the Impact of the redevelopment of the Old Kent Road area on the mental well-being of the local people living and working in the area.

Population group	Likely impact e.g. Positive (+ve) or Negative (-ve)
Early Years	<p>+ve:</p> <p>Long term there should be opportunities for:</p> <ul style="list-style-type: none"> • New facilities. Potential facilities which might be needed include play space and childcare facilities. • Opportunities to build in accessibility e.g. for buggies. • Development of quality housing with sufficient bedroom space to avoid overcrowding. <p>-ve:</p> <p>Possible negative impacts in the short term:</p> <ul style="list-style-type: none"> • Pressure on existing facilities until the new infrastructure is in place, as this potentially won't happen immediately. • Potential impact on formative years of those born during the change i.e. in the case that the infrastructure isn't there. • More pressure on public transport until Bakerloo line extended. Will be especially difficult if you have young children.

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	<ul style="list-style-type: none"> Suggested action: Identify needs in the AAP and focus on collaborative approach to ensure that infrastructures can be provided at the right time.
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Adolescence	<p>Scope to work with TfL to run extra bus services in the interim.</p> <p>+ve:</p> <ul style="list-style-type: none"> Potential long-term benefits from development of 1-2 new secondary schools and access to more sophisticated facilities. The Old Kent Road itself currently creates a North/South divide. The redevelopment includes a plan to get rid of the barrier, reconnecting communities who've been historically separated – an opportunity to be seen as one community and connect more easily Redevelopment aims to make it easier to get around the area e.g. via increased cycle access. Could increase young peoples access to Burgess park <p>-ve:</p> <ul style="list-style-type: none"> If there are not enough facilities for young people to meet as their numbers increases with population increases □ No negative impacts were identified.
Later life	<p>+ve:</p> <ul style="list-style-type: none"> Older people would like easier access to 'ordinary shops' (high street shops), rather than the large retail parks which currently exist. The redevelopment would provide opportunities for a 'highstreet' offer, and the chance to make the industrial and retail areas more permeable/walkable. Could link to "Age-Friendly borough" work led the Communities team <p>-ve:</p> <ul style="list-style-type: none"> There's an issue around the changing perceptions of the area for the older generation, especially for those who have lived there for a long time and feel a strong sense of connection. Will the process of change and the changing identity of the area be difficult?

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Gender

Gender implications are unclear, although:

- Potential for employment opportunities to benefit local people. Planning policy would require that jobs in construction which may benefit men more. The completed developments are targeted at local people – so it would depend on the nature of the emerging business longer-term.
- Business in the area is currently male dominated, so it is likely that changes would have more of an impact on them. However, most people who work there commute from outside the Old Kent Road area so the impact on local residents could be minimal.
- Could have a positive impact on single parents (most of which are women) if there's a focus to create jobs for them in the area. So there's a potential here to improve income and reduce childhood poverty. **-ve:**
- In the short term, potential that stay at home parents could suffer from construction noise and this may affect more women than men.

Race and ethnicity

There's an increasing presence of Latin American and East African/Middle Eastern businesses in the area, who have the potential to be affected. There's also a large number of African based faith churches as it's been a low cost

Socio-economic position (SEP)

area to rent premises in **+ve:**

Short term:

- Redevelopment provides opportunity to boost business, given the additional housing.

Long term:

- Expectation that property prices in the area would rise, so those faith groups who own their own premises would be in an advantageous position.

-ve:

Long term:

- Danger faith groups in rented premises could be displaced as prices go up, although expectation is this would be over 10/15 years. Lots of people rely on these groups for support, so thought needs to be given to how redevelopment can support and promote this community asset.
- Businesses who are renting may be priced out by landlords, but again this is likely to be over a longer period 10-15 years rather than immediate.
- Suggested action: Ensure that new public buildings such as schools, as far as possible can be used by the wider community outside core hours.
- Maintain clear channels of communication to ensure that groups are aware of and engaged in the wider process.

Physical health

Disability

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	<p>People main fear is that new housing will increase inequality rather than decrease it. Affordable housing +ve:</p> <p>-ve:</p> <ul style="list-style-type: none"> <input type="checkbox"/> There is a high proportion of social housing and poverty in the area and a fear that much of the new housing won't be affordable to these groups, potentially increasing inequality as those of a higher SEP move in. Local council has limited control over the price of affordable housing, but there are policies they can put in place, such as a requirement to provide social rented housing and council home building programme to mitigate the chance of this happening. <p>+ve:</p> <ul style="list-style-type: none"> <input type="checkbox"/> <p>-ve:</p> <ul style="list-style-type: none"> <input type="checkbox"/> <p>+ve:</p> <p>Long term:</p> <ul style="list-style-type: none"> • Benefits will include improved transport links and accessibility. <p>-ve:</p> <p>Short term</p> <ul style="list-style-type: none"> • Potentially negative impacts in the form of disruption to travel routes e.g. temporary closure of footpaths while development takes place. • Sight impaired people will have to find new routes they're not familiar with.
Sexuality and transgender	<p>No identified impacts.</p> <p>+ve:</p> <ul style="list-style-type: none"> <input type="checkbox"/> <p>-ve:</p> <ul style="list-style-type: none"> <input type="checkbox"/>
Other population groups	<p>Travellers – there are currently three sites in the area. They won't be included as part of the redevelopment but there's a separate need to think about how Southwark meets the needs of this group and promotes social cohesion.</p>
Others in settings	

3 Wider determinants Table 2 presents the assessment of the impact of **the redevelopment of the Old Kent Road area** on the wider determinants of health

Table 2: Wider determinants of health

WIDER DETERMINANTS

(often at a socio-economic/environmental level)

Likely impact?

Positive, negative or is it an indirect impact?

Access to quality Housing e.g. security, tenure, neighbourhood, social housing, shared ownership, affordable and appropriate

***Physical Environment** e.g. access to green space, trees, natural woodland, open space, safe play space, quality of built environment

Potential for another 20,000 homes

+ve:

- Overall, regeneration should increase access to good quality affordable and social housing.

-ve:

- There's a risk that existing residents won't be able to afford the new housing – how affordable is affordable? – so a balance needs to be struck between the amount of housing going to new vs old residents.

Comment:

Could tie in with the Housing strategy. There is also a project funded by GSTT charity on engagement with residents in the Old Kent Road Opportunity Area.

+ve:

- Central to the plan. Ambition is to create a 'network' of different spaces, both improving access to existing space and creating high quality new space.
- Regeneration will include creation of communal garden space with different facilities for e.g. children's play and food

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-ve:

CONFIDENTIAL increased pressure on spaces such as Burgess Park which is already very popular and well used.

+ve:

- Currently 9,000 jobs in the area, likely to increase to 14,000 as a result of the regeneration
- Will require developers to provide a certain amount of jobs (usually around 25%) and training to local people, both in construction and in the completed development
- Southwark Council has a Volunteering Strategy which a lot of the faith groups in the area are involved in. Opportunity for the redevelopment to support and maintain strong volunteering culture which already exists. There's a hope that more opportunities will arise from additional infrastructure.
- Some developers will want to rent premises out on an interim basis, which could create opportunities for local businesses and voluntary groups -ve:
- Long term: Irrespective of the AAP, rents are rising which is impacting on SMEs. The AAP should try to mitigate these impacts.

Economic security e.g. access to secure employment (paid and unpaid), access to an adequate income, good working conditions, meaningful work and volunteering opportunities

Good quality food e.g. affordable, accessible

+ve:

- Longer term there's the potential for community gardens to be developed, which would encourage people to grow their own food. -ve:

□

Leisure opportunities e.g. participate in arts, creativity, sport, culture

+ve:

- There aren't a huge amount of leisure opportunities in the area at the moment, so potential to provide facilities.

-ve:

- Short term: regeneration could put pressure on existing services in the borough, until infrastructure is

developed.

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Tackling inequalities e.g. addressing relative deprivation and poverty

+ve:

- Opportunity to maximise amount of affordable housing provided.
- Improved facilities and accessibility through the area, which should increase access to jobs. Southwark Council can make sure a certain proportion of new jobs are targeted at local people.

-ve:

- Danger that local people will be priced out of affordable/social housing, thus increasing inequalities. Mitigation will be required to address this.

***Transport access and options** e.g. providing choice, affordability and accessibility

+ve:

Long term:

- The area is very difficult to move around and this is an opportunity to make a significant difference to this.
- This should be one of the biggest positive impacts, as a result of e.g. the Bakerloo line extension, segregated cycle lanes, improved access through the existing retail/industrial sites and network of spaces.

-ve:

Short term:

- Additional pressure on transport links. Particularly buses which are already crowded.

Action:

- This could be mitigated with help from TfL by e.g. increasing frequency of buses.

Local democracy e.g. devolved power, voting, community panels

+ve:

- Community councils already exist (Old Kent Road community forum was mentioned), so important to ensure these continue to be supported.
- Community Infrastructure Levy will raise additional funds (25%) which can be used to support community projects.
- Opportunity to engage people in the consultation and decision making processes resulting from the regeneration.

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<p><u>Ease of access to high quality public services</u> e.g. housing support, health and social care</p> <p><u>*Access to Education</u> e.g. schooling, training, adult literacy, hobbies</p> <p><u>Challenging discrimination</u> e.g. racism, sexism, ageism, homophobia and discrimination related to disability, mental illness or faith</p> <p>Other?</p>	<p>□ Opportunity to increase transparency e.g. around affordable housing.</p> <p>-ve:</p> <p>Action: Potential to use the findings from the wellbeing impact assessment to inform decisions around how the community infrastructure levy is allocated.</p> <p>+ve:</p> <ul style="list-style-type: none"> • Increasing number of GPs, which are attracting people to the area. <p>-ve:</p> <ul style="list-style-type: none"> • Potential Increased pressure on existing services in the short term <p>+ve:</p> <ul style="list-style-type: none"> • Potential increase in school places through addition of up to 8 primary schools and 2 secondary schools. • Potential increase training available to local people to train them into job that will be created by the development <p>People have had different experiences of the success of tenure blind housing, so this would need to be investigated further. +ve:</p> <p>□ The consultation process itself serves as an opportunity for local people to meet each other, potentially improving social cohesion.</p>
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4 Protective factors

The MWIA toolkit suggests a four-factor framework for identifying and assessing protective factors for mental well-being, adapted from Making it Happen (Department of Health 2001) and incorporates the social determinants that affect mental well-being into four factors that evidence suggests promote and protect mental well-being:

- *Enhancing control*
- *Increasing resilience and community assets*
- *Facilitating participation and promoting inclusion.*

These three factors are made up of a set of 'components' which the evidence base states are important contributory elements that contribute to each factor. Such as Protective Factor: Enhancing Control – component is Maintaining independence e.g. support to live at

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home when severely disabled or frail elderly. The screening asks to assess the potential positive or negative impact that the proposals likely to be having on these factors and components. Tables 3-5 shows the prioritised findings identified through the Screening activity.

Tables 3-5: Protective factors

Enhancing Control	Likely impact? 1084 Positive, negative or is it an indirect impact?	Comments or recommendations
<p data-bbox="204 152 411 185">Individual level</p> <p data-bbox="204 212 560 360"><u>A sense of control</u> e.g. setting and pursuit of goals and ability to shape our circumstances</p> <p data-bbox="204 1384 560 1541"><u>*Belief in own capabilities and self determination</u> e.g. sense of purpose and meaning</p>	<p data-bbox="587 212 1054 320">Peoples sense of control will be affected differently depending on who they are and how they are affected</p> <p data-bbox="587 371 643 398">+ve:</p> <ul data-bbox="587 416 1066 920" style="list-style-type: none"> <li data-bbox="587 416 1066 678">• The redevelopment is happening incrementally and over a long period of time. This should increase residents’ sense of control as they have time to make their own decision about their future in the area. <li data-bbox="587 696 1066 920">• There’s been extensive consultation, so residents have had the opportunity to be involved in the decision making processes around the redevelopment. <p data-bbox="587 931 643 958">-ve:</p> <ul data-bbox="587 976 1066 1335" style="list-style-type: none"> <li data-bbox="587 976 1066 1160">• Some businesses may have to move. However, steps are already being taken to minimise impact on their sense of control by involving them in consultation. <li data-bbox="587 1178 1066 1335">• Where particular residential areas are affected, if people are required to move this may affect their sense of control negatively <p data-bbox="587 1395 643 1422">+ve:</p> <ul data-bbox="587 1440 1066 1684" style="list-style-type: none"> <li data-bbox="587 1440 1066 1684">□ The consultation process itself can be empowering – even insofar as ensuring people understand the process and are well informed. Consultation also has positive implications for 	<p data-bbox="1098 212 1358 495">Option of using planning policies to safeguard cheap space, which would help minimise the negative impact on businesses.</p>

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Knowledge skills and resources to make healthy choices e.g.

understanding what makes us healthy and being able to make choices

Maintaining independence e.g.

support to live at home, care for self and family

capacity building and self-efficacy.

- Schools are interested in building awareness of the regeneration process into their curriculum **-ve:**

+ve:

- Potential to improve people's opportunities to make healthy choices e.g. by connecting spaces and making it easier to walk/cycle.

-ve:

+ve:

- Opportunity to think about additional housing for the older generation. Potential for more adaptable housing which people can live in for longer under lifetime homes standards. So people can stay in their homes longer as they become frail.
- Would ask developers to provide quota of housing for people with disabilities.

-ve:

Age UK are very active in the area so potential opportunity to collaborate.

Community/organisation level

Self-help provision e.g. information advocacy, groups, advice, support

+ve

- Might create interest and need for advocacy **-ve:**
- If there are not resources available to support increased advocacy/advice requirements

***Opportunities to influence decisions** e.g. at home, at work or in the community

+ve

- The consultation process itself has provided an opportunity for local people to be involved in the decision making process around the redevelopment.

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- As work continues there will be opportunity for more targeted

discussions e.g. older people -ve:

☐ Need to be careful that

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consultation being duplicated – risk of ‘consultation overload’ and people feeling like they’re not being listened to.

+ve

☐ Again, the consultation itself provides an opportunity for this.

-ve:

***Opportunities for expressing views and being heard** e.g. tenants groups, public meetings

***Workplace job control e.g. participation in decision making**, work-life balance

+ve

-ve:

- Potential the redevelopment might make getting to work harder in the short term due to additional pressure on transport/construction work
- Long term risk SMEs will be displaced as prices go up.

Collective organisation and action e.g. social enterprise, community-led action, local involvement, trades unions

+ve

- Regeneration should create opportunities for social enterprise.
- Potential for local people to come together around the plan – offers motivation and a focus -ve:

Resources for financial control and capability e.g. adequate income, access to credit union, welfare rights, debt management

+ve

-ve:

The Action Plan won't directly impact this, however if there's a market you would expect organisations to respond.

Other?

+ve

-ve:

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Table 4

Increasing resilience and community assets	Likely impact? Positive, negative or is it an indirect impact?	Comments or recommendations
Individual level		
<p>*Emotional well-being e.g. self esteem, self worth, confidence, hopefulness, optimism, life satisfaction, enjoyment and having fun</p>	<p>+ve</p> <ul style="list-style-type: none"> • People want change in the area so there's real potential to offer hope. Positive change in one part of the Old Kent Road area could lead to a chain reaction of people wanting the change to reach them. <p>-ve:</p> <ul style="list-style-type: none"> • People have to believe the process is genuine and that they're being listened to via the consultation process, if they do not feel this for any reason it could potentially have a negative impact on their sense of hope and confidence 	
<p>*Ability to understand, think clearly and function socially e.g. problem solving, decision making, relationships with others, communication skills Have beliefs and values e.g. spirituality, religious beliefs, cultural identity</p>	<p>None identified</p>	
	<p>+ve:</p> <ul style="list-style-type: none"> • This could have a positive impact if it fosters better social mixing - <p>-ve:</p> <ul style="list-style-type: none"> • People identify with the Old Kent Road area at the moment and its redesign and change could impact this. • As regeneration attracts new people to the area there's a danger people's sense of community and belonging will be disrupted – will the old identify with the new? 	

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*Learning and development

e.g. formal and informal education and hobbies

+ve

- Development of primary and secondary schools
- Training provided by developers/new employers

-ve:

Healthy lifestyle e.g. taking

+ve

steps towards this by healthy eating, regular physical activity and sensible drinking

- The regeneration will see the development of communal gardens, and green spaces will be linked.
- Development of children's play areas, which healthy activities can be designed into the plan.
- Hope the regeneration will improve people's access to wildlife and nature conservation.
- Steps can be taken to ensure new developments support better air quality.

-ve:

- Damage to air quality due to additional road traffic

Community /Organisation level

Trust and safety e.g. belief in reliability of others and services, feeling safe where you live or work

+ve

- Ambition is to make the Old Kent Road itself and the industrial areas feel safer. This could be via design e.g. increasing number of walkways overlooked by surveillance and other factors e.g. mixed tenure housing to overcome sense of ghettoisation.
- Currently parts of the industrial estate are quite dark and gloomy, this will change as part of the plan
- Will make the roads feel like a safer environment **-ve:**

Potential for mixed

Tenure housing to

Increase social

Capital,

however

people

though

the

Evidence around this

is mixed.

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***Social networks and**

relationships e.g. contact with others through family, groups, friendships, neighbours, shared interests, work

+ve

- Increased green and open space, walkways and 'highstreet' shops will facilitate opportunities for interaction.
- Opportunity to design flats which facilitate interaction and make it easier to get to know neighbours. E.g smaller

More thought to how you can Facilitate everyday Interactions?

Identify the evidence around What works best?

Emotional support e.g. confiding relationships, provision of counselling support

Shared public spaces e.g. community centre, library, faith settings, café, parks, playgrounds, places to stop and chat

Sustainable local economy e.g. local skills and businesses being used to

number of front doors of a lift area

- Opportunity to protect and support existing faith groups in the area. Opportunities for places for people to stop and talk, e.g. communal gardens

+ve

- Opportunity to protect and promote existing support structures such as Tenant and Resident Associations, and faith groups. There is a chance the places where these groups meet will increase.

+ve

- Clear opportunity for the regeneration programme to support the creation of shared public spaces.

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benefit local people, buying locally, using Time Banks

+ve

- Improved transport links.
- Increased number of jobs, a certain number of which developers will have to award to local people.

-ve:

- Danger small businesses could get displaced.
- Ensuring developers have to award a certain quota of jobs to local residents will help mitigate this.
- Developers will also have to secure a certain amount of their resources from local businesses.

Arts and creativity e.g. expression, fun, laughter and play

+ve

- Gradually changing use of the business park for creative spaces. This has the potential to increase.

Other?

+ve

-ve:

Table 5

Facilitating participation and promoting inclusion	Likely impact? Positive, negative or is it an indirect impact?	Comments or recommendations
Individual level		

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<p>*Having a valued role e.g. volunteer, governor, carer</p>	<p>+ve</p> <ul style="list-style-type: none"> • The regeneration process itself has generated opportunities for local involvement in decision making via the consultation. • Additional schools will require governors. • Housing developments will lead to increased opportunities for people to take up roles on e.g. Tenants and Residents Associations. -ve: • If people don't feel like their views are being taken into account this could make them feel less valued. 	
<p>Sense of belonging e.g. connectedness to community, neighbourhood, family group, work team</p>	<p>+ve</p> <ul style="list-style-type: none"> • Potential to broaden sense of belonging as the North/South divide will be removed. • The change will happen over a long period of time which should minimise the impact. -ve: • Could people lose their sense of belonging who really identify with the place at the moment (especially the older generation) – given the change and influx of new people? 	<p>People have very Different perceptions of whether they feel they belong to the area</p>
<p>*Feeling involved e.g. in the family, community, at work</p>	<p>+ve</p> <ul style="list-style-type: none"> <input type="checkbox"/> Consultation should help ensure local people feel involved in the process and wider community. 	
<p>Community /Organisation</p>		
<p>level</p>		
<p>Activities that bring people together e.g. connecting with others through groups, clubs, events, shared interests</p>	<p>+ve</p> <ul style="list-style-type: none"> <input type="checkbox"/> Consultation itself provides opportunity to bring people together. 	<p>Difficult to say whether there will be more activity going on as a result of the redevelopment.</p>

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Practical support e.g. childcare, employment, on discharge from services

+ve

- Yes - developers will have to offer training opportunities to prospective employees.

Ways to get involved e.g. volunteering, Time Banks, advocacy

+ve

- Southwark Council already has a Volunteering Strategy. Opportunity to support and promote this during the regeneration.

Accessible and acceptable services or goods e.g. easily understood, affordable, user friendly, non-stigmatising, non-humiliating

+ve:

- Mixed tenure potentially offers access to nonstigmatising housing **-ve:**

Cost of participating e.g. affordable, accessible

-ve:

- Danger that 'affordable housing' won't be affordable in reality due to definitions of affordable, which are not determined locally. Policies can put in place to mitigate the chance of this happening.
- Longer-term business may find that new business space is less affordable, also true for faith groups and other community groups

***Conflict resolution** e.g. mediation, restorative justice

+ve:

- The Action Plan making process serves as mediating function. Has to be considered by an inspector who is independent of the council.

-ve:

Cohesive communities e.g. mutual respect, bringing communities together

- Potential conflict arising from the different opinions expressed in the consultation, and those who emerge feeling they've been listened to and those who haven't, e.g. its all

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about business not local people.

+ve

- There are already a range of community assets to be built on, such as the extensive faith groups in the area.

- Is there anything else that will bring people together?

-ve:

- Potential threats in the form of affordable housing and work space which might create conflict. The planning team have already been considering this.

5 Scale of impact and population

There are two more aspects to consider:

A) Scale of the impact on mental well-being

If known (or suspected) at this stage, what is the duration of the likely mental wellbeing impacts of your proposal?

Please tick (this could be more than one period of time)

Brief , Weeks , Months , **years**

B) Scale of the population whose mental well-being is impacted

What is the scale of the whole population that your proposal will impact upon?

A small part of the population

A majority of the population

The entire population

6 Having completed the screening assessment process the following sections will help determine what to do next.

Favouring further appraisal	Question	Not favouring further
-----------------------------	----------	-----------------------

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		appraisal
Yes	Does your proposal affect in a negative way any of your population groups in Table 1?	
Yes	Does your proposal affect in a negative way any of the wider determinants and protective factors in Tables 2- 5	
Yes	For some of the wider determinants and protective factors of mental well-being, are some of the impacts of your proposal unknown?	
Yes	Are the impacts likely to be over a long period of time (one year or more)	
Yes	Is there an opportunity to influence the delivery of the proposal you are screening?	

If there are two or more answers of yes or 'don't know' then it is advisable that there is likely to be value in undergoing further MWIA investigation.



Old Kent Road Area Action Plan
Proposed Submission Version

October 2024

Integrated Impact Assessment Appendices

Appendix 14: OKR AAP IIA References

No.	Title
Appendix 1	Strategic Directive Requirement
Appendix 2	Relevant Plans, Programmes and Strategies
Appendix 3	Baseline data – Facts and Figures
Appendix 4	Sustainability Appraisal Framework
Appendix 5	Assessment of the Strategy and Vision
Appendix 6	Assessment of the Development Management Policies
Appendix 7	Assessment of the Sub Areas and Site Allocations
Appendix 8	Monitoring indicators against sustainability objectives
Appendix 9	Baseline Indicators Table
Appendix 10	Options Testing
Appendix 11	Scoping Report Consultation Summary and link to OKR AAP Scoping Report
Appendix 12	Reasonable alternatives considered
Appendix 13	Mental Well-being Impact Assessment Screening
Appendix 14	OKR AAP IIA References

Introduction

This document references all sources of data and information set out on the Integrated Impact Assessment (IIA) of the Old Kent Road Area Action Plan (OKR AAP) and all supporting appendices.

This references section excludes **Appendix 3: Baseline data – Facts and Figures** and **Appendix 9: Baseline Indicators Table** as they already set out extensive data and referenced sources.

It additionally excludes the appraisal of the OKR AAP policies, sub areas and site allocations (**Appendix 5: Assessment of the Strategy, Vision and Plan Objectives, Appendix 6: Assessment of the Strategic and Development Management Policies** and **Appendix 7: Assessment of the Sub Areas and Site Allocation Policies**) as they have been appraised against the IIA Objectives and Baseline Indicators.

In addition to **Appendix 8** which just visually showcases the overlap of IIAO and Baseline Indicators in a matrix.

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Old Kent Road Area Action Plan
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Habitats Regulations Assessment

Old Kent Road Area Action Plan 2024 appendices: Document Locator	
No.	Title
Appendix A	Old Kent Road AAP December Version 2020
Appendix B	Consultation Plan
Appendix C	Consultation Report
Appendix D	Integrated Impact Assessment
Appendix E	Habitats Regulations Assessment
Appendix F	Equalities Impact Assessment, comprising:
	- EQIA Document 01: Executive Summary
	- EQIA Document 02: Summary of the EQIA
	- EQIA Document 03: Equalities Impact Assessment
	- EQIA Document 04: Supporting Datasets
Appendix G	Health Impact Assessment

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2	The Need for Appropriate Assessment	3
3	Identifying Likely Significant Effects	5
4	Methodology	6
5	Identification of Relevant Sites	6
6	Appraisal Framework	15
7	Screening analysis of the New Southwark Plan Area: Proposed Submission Version	17
8	Conclusion	19
	References	19

1. Introduction

- 1.1 This report presents the findings of a screening exercise undertaken to determine whether stages 2 and 3 of the Habitats Regulations Assessment (HRA) process are needed for the Old Kent Road Area Action Plan: September 2024. The council has also undertaken a separate Integrated Impact Assessment incorporating Strategic Environmental Assessment Screening Assessment for the document which outlines the environmental baseline data for the area.
- 1.2 The Old Kent Road Area Action Plan (AAP) is a plan to regenerate the Old Kent Road and surrounding area. It sets out a vision for how the area will change from 2020 to 2040. This includes delivering 20,000 new homes and 10,000 additional jobs. The vision will be delivered by a strategy with policies, designations, site allocation and masterplans over the next 20 years. We will require development as set out in the AAP to make sure that we get the right development needed to support a healthy, safe and prosperous community and a fairer future for all in the Old Kent Road area.
- 1.3 The AAP will be part of our framework of planning documents. It will be a material planning consideration in deciding planning applications in the opportunity area. It will help ensure that we make decisions transparently, providing clarity for members of the public and giving more confidence to developers to invest in the area. It will also be an opportunity area planning framework (OAPF) and will be endorsed by the Mayor of London.
- 1.4 The proposed policies are in general conformity with existing policies in the emerging Southwark Plan (2022). An AA screening exercise was also carried out for other adopted AAP's in Southwark and the Southwark Plan (2022), which found that there was no significant discernible adverse impact on European sites.

2. The need for Habitats Regulations Assessment

- 2.1 In October 2005, the European Court of Justice ruled that HRA must be carried out on all planning policy documents in the UK. The purpose of HRA of planning policies is to ensure that the protection and integrity of European sites¹ (also known as the Natura 2000 network) is part of the

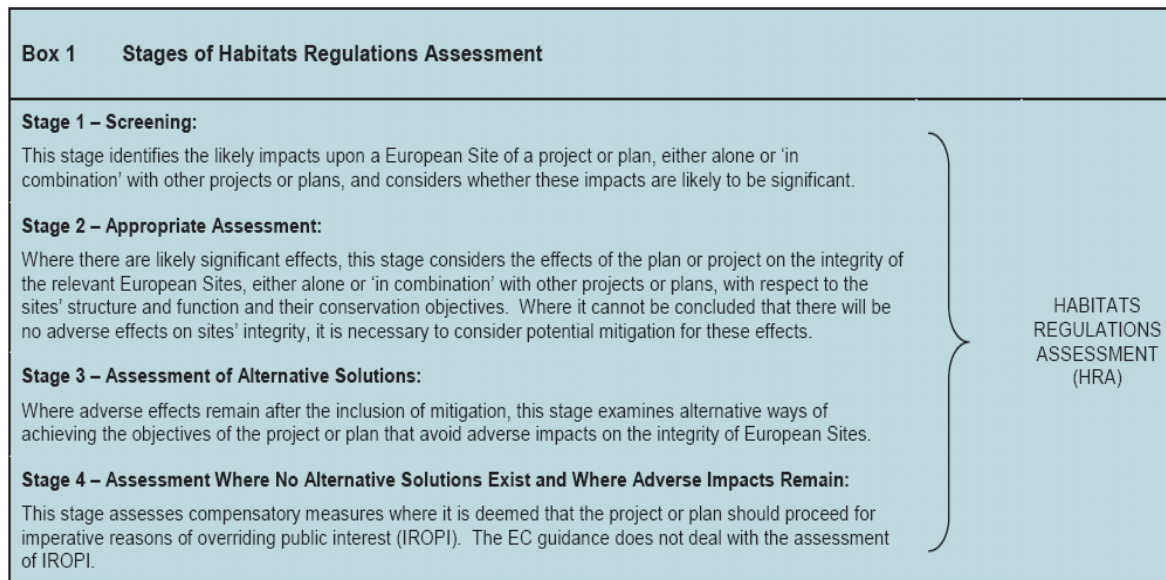
¹ Strictly, 'European sites' are any Special Area of Conservation (SAC) from the point at which the European Commission and the UK Government agree the site as a 'Site of Community Importance' (SCI); any classified Special Protection Area (SPA); any candidate SAC (cSAC); and (exceptionally) any other site or area that the Commission believes should be considered as an SAC but which has not been identified by the government. However the terms is also commonly used when referring to potential SPAs (pSPAs), to which the provisions of Article 4 (4) of Directive 2009/147/EC (the new wild birds directive) are applied; and to possible SACs (pSACs) and listed RAMSAR Sites, to which the provisions of the Habitats Regulations are applied a matter of government policy (NPPF para 118) when considering development proposals that may affect them. The Natura 2000 network is therefore used in this report in its broadest sense, as an umbrella term for all of the above designated sites.

planning process at the regional and local level. It is the responsibility of the Local Planning Authority (LPA) to ensure that the HRA process is carried out in accordance with the Habitat Directive (Directive 92/43/EEC on the conservation of natural habitats and of wild fauna and flora and Directive 2009/147/EC on the conservation of wild birds) and Regulation 102 of the Conservation of Habitats and Species Regulations 2017 (as amended) (the ‘Habitats Regulations’). This requirement is also supported under paragraph 37 of the Planning Practice Guidance (PPG) on Plan-making which states. “A local plan may ... require a Habitats Regulations Assessment if it is considered likely to have significant effects on habitats, sites or species located in the local planning authority’s area or in its vicinity”.

- 2.2 The Habitats Regulations Assessment will be supported by forthcoming changes made as a result of the Environment Act (2021), such as the Local Nature Recovery Strategy and Local Green Infrastructure Framework which act as a new system of spatial biodiversity strategies across London. European sites will sit within a larger framework of natural landscape land to support biodiversity and green infrastructure as a result of these changes.
- 2.3 The Habitats Regulations requires that authorities assess the effects of land use plans on European sites to determine whether there will be any ‘likely significant effects’ (LSEs) on any Natura 2000 sites as a result of the plan’s implementation (either on its own or in combination with other plans or projects). If there are LSEs there will be a need for the authority to undertake an Appropriate Assessment to determine whether or not there will be any adverse effects on the sites’ integrity.
- 2.4 Guidance from the Department of Communities and Local Government (DCLG) on Appropriate Assessment² states that: ‘The purpose of Appropriate Assessment (AA) of land use plans is to ensure that protection of the integrity of ‘European sites’ is a part of the planning process at a regional and local level.
- 2.5 The DCLG guidance summarises the AA process prescribed in Article 6(3) and (4) of the Habitats Directive into three main stages:
1. likely significant effects (AA task 1);
 2. appropriate assessment and ascertaining the effect on site integrity (AA task 2);
 3. mitigation and alternative solutions (AA task 3); and **imperative reasons of overriding public interest.*

² Planning for the Protection of European Sites: Appropriate Assessment Guidance For Regional Spatial Strategies and Local Development Documents, DCLG, August 2006

- 2.6 The test to identify whether a plan option is 'likely to have a significant effect' on a European site is also referred to as 'screening'. This determines whether stages 2 and 3 of the HRA are required.
- 2.7 For additional up to date guidance on the methodology of the appropriate assessment, see guidance from Ministry of Housing Communities and Local Government in references section.



3. Identifying likely significant effects (LSEs)

- 3.1 The first stage, screening for HRA, will determine if planning policy and guidance documents are likely to have a significant effect on the conservation objectives of the Natura 2000 sites. This will determine whether stages 2 and 3 of the HRA are required. In considering whether the plan policy, guidance or site is likely to have a significant effect on a Natura 2000 site, it should be noted that a site may be located either within or outside the area covered by the plan as significant effects may be incurred in cases where the area of the plan is some distance away.
- 3.2 When considering the LSEs of a policy, it is recognised that some policy 'types' cannot affect any European sites. Different guidance documents suggest various classification and referencing systems to help identify those policies that can be safely screened out to ensure the HRA focuses on the policies with any potential to result in LSEs. Table 2.1 summarises the characteristics of policies that can usually be screened out.

Table 2.1 Policy 'types' that can usually be screened out

Broad Policy Type	Notes
General statements of policy	The European Commission recognises* that plans or plan components that are general statements of policy or political aspirations cannot have significant effects
General design / guidance criteria	A general 'criteria based' policy expresses the tests or expectations of the plan-making body when it comes to consider particular proposals, or relate to design or other qualitative criteria which do not themselves lead to development (e.g. controls on building design).
External plans / projects	Plans or projects that are proposed by other plans and are referred to in the plan being assessed for completeness
Environmental protection policies	Policies designed to protect the natural or built environment will not usually have significant or adverse effects

* EC, 2000, Managing Natura 2000 sites: the provisions of Article 6 of the 'Habitats' Directive 92/43/EEC April 2000 at 4.3.2

4. Methodology

4.1 The legal requirement to undertake HRAs is set out in the Habitats Directive. However, there is no standardised method for undertaking an HRA. The council has followed the screening method used on the HRA of the London Plan (2021) completed by AECOM and also the methodology used to prepare the HRA for the Southwark Plan (2022).

4.2 The methodology used is based primarily on the guidance by Tydesley and Associates prepared for Natural England - 'The Assessment of Regional Spatial Strategies and Sub Regional Strategies under the Provisions of the Habitats Regulations' (2006).

5. Identification of relevant sites

5.1 Using the Joint Nature Conservation Committee (JNCC) website³, and in line with the methodology employed in the draft London Plan Habitats Regulations Assessment (2017) Plan, the council identified those Natura 2000 sites within a 10km zone extending from the boundary of the borough. SACs, SPAs, RAMSARS and OMSs were included. European sites were scoped into the study if they occurred either wholly or partially within this geographical area. The council identified that there are no Natura 2000 sites in Southwark. Four sites are partially within 10km of Southwark and are set out below:

Identified conservation sites of EC importance

Sites at least partially in Southwark

None

³ www.jncc.gov.uk

Sites at least partially within 10km of Southwark

Wimbledon Common (SAC)

Richmond Park (SAC)

Epping Forest (SAC)

Lee Valley (SPA)

5.2 The information for these sites concerning the rationale for EU conservation has had reference to the draft London Plan Habitats Regulation Assessment (2017) completed on behalf of the GLA by Aecom. This includes supplementary information in order to assist in considering the vulnerability of sites to potential adverse impacts. This is presented in the table on the following pages. The screening of likely significant effects for the Old Kent Road Area Action Plan is not considered to deviate from the HRA undertaken to support the examination of the Southwark Plan (2022), and therefore has re-produced the more concise table of LSEs according to; site name and description, qualifying interest (Habitats and Species), current condition and recognised threats.

Site Description table

5.3 This information has been sourced from Natural England 'Designated Sites View' which contains JNCC SAC Data and information on the current condition of European Sites.

- Site name and designation
Obtained from Natural England 'Natura 2000 Forms' and RAMSAR forms from the JNCC website.
- Qualifying Interest (habitats and species)
Denotes the habitats and species for which the sites have been awarded EU conservation status. It is these qualifying features which the HRA must safeguard. This information is obtained from 'Natura 2000' and RAMSAR forms. The qualifying features form the basis of Natural England's 'conservation objectives for the European interest on SSSIs', which were drawn upon for pertinent additional information.
- Current condition
- Recognised threats
Information pertaining to the potential threats. From Natura 2000, RAMSAR, and Conservation Objectives forms.

Site name and designation	Qualifying Interest (Habitats and Species)	Current Condition	Recognised threats
<p>Wimbledon Common SAC (348.31 ha)</p>	<p>Annex I habitats present as a qualifying feature, but not a primary reason for selection of this site:</p> <ul style="list-style-type: none"> • Northern Atlantic wet heaths with <i>Erica tetralix</i> • European dry heaths <p>Annex II species that are the primary reason for selection of this site:</p> <ul style="list-style-type: none"> • <i>Lucanus cervus</i> (stag beetle) 		<p>The draft London Plan HRA lists the following pressures to Wimbledon Common SAC:</p> <ul style="list-style-type: none"> • Inappropriate behaviour by some visitors (e.g removal and collection of wood) • Habitat fragmentation • Invasive species (specifically oak processionary moth <i>Thaumetopoea processionea</i>) • Atmospheric pollution (nitrogen deposition) <p>Recreational pressure: Site is located in an urban area which is likely to have a local core recreational catchment extending to around 5km and as a result experiences intensive recreational pressure which can result in damage to sensitive heathland areas. Most hotspots of recreational usage at Wimbledon Common are areas of grassland which does not host SAC features, however lack of physical disturbance also allow the encroachment of scrub, which footfall can contain.</p> <p>Air quality:</p>

Site name and designation	Qualifying Interest (Habitats and Species)	Current Condition	Recognised threats
			<p>The SAC is within 200m of the A3 and A219 roads, as a result average background nitrogen deposition rates within the SAC exceed the minimum critical load range for heathland. The draft London Plan HRA notes that policies in the London Plan such as the Mayor's Transport Strategy and Transport for London interventions to reduce traffic will aim to improve air quality.</p>

Site name and designation	Qualifying Interest (Habitats and Species)	Current Condition	Recognised threats
Richmond Park SAC (846.68 ha)	<p>Annex II species that are the primary reason for selection of this site:</p> <ul style="list-style-type: none"> • <i>Lucanus cervus</i> (stag beetle) 	<p>Current condition of Richmond Park SAC is reported here⁵ As of August 2024</p> <ul style="list-style-type: none"> • Stag beetle: All units are favourable 	<p>The draft London Plan HRA lists the following pressures to Richmond Park SAC:</p> <ul style="list-style-type: none"> • None specifically identified in the Natural England Site Improvement Plan, although loss of habitat (dead wood) would affect the stag beetle population. <p>The draft London Plan HRA provides further details relating to the following pressures</p> <p>Recreational pressure: The SAC is located in an urban area and is therefore liable to recreational pressure and urbanisation. The stag beetle population is dependent on good habitat management.</p> <p>Air quality: Nitrogen deposition can negatively impact on woodland features such as ground flora. Development anticipated by the London Plan is unlikely to have a</p>

⁵ Richmond Park SAC Data, Natural England:
<https://designatedsites.naturalengland.org.uk/SiteGeneralDetail.aspx?SiteCode=UK0030246&SiteName=Richmond%20Park%20SAC&countyCode=&responsiblePerson=&SeaArea=&IFCAAarea=>

Site name and designation	Qualifying Interest (Habitats and Species)	Current Condition	Recognised threats
			significant impact upon stag beetle populations.
Epping Forest SAC (1628.86 Ha)	<p>Annex I habitats present as a qualifying feature, but not a primary reason for selection of this site:</p> <ul style="list-style-type: none"> • Northern Atlantic wet heaths with <i>Erica tetralix</i> • European dry heaths • Atlantic acidophilous beech forests with <i>Ilex</i> and sometimes also <i>Taxus</i> in the shrublayer (<i>Quercion robori-petraeae</i> or <i>Ilici-Fagenion</i>) <p>Annex II habitats that are a primary reason for selection of this site:</p> <ul style="list-style-type: none"> • <i>Lucanus cervus</i> (stag beetle) • <i>Triturus cristatus</i> 	<p>Current condition of Epping Forest SAC is reported here⁶ As of August 2024</p> <ul style="list-style-type: none"> • North Atlantic wet heaths: Unfavourable recovering • European dry heaths: One unit unfavourable no change, two units unfavourable recovering • Atlantic acidophilous: 23% favourable, 77% unfavourable recovering • Stag beetle: All units favourable 	<p>The draft London Plan HRA lists the following pressures to Epping Forest SAC:</p> <ul style="list-style-type: none"> • Air pollution • Public disturbance • Inappropriate water levels • Water pollution <p>Recreational pressure: The SAC receives a high volume of visitors from the surrounding area, with 95% of visitors living within 2km of Epping Forest, with main points of visitor origin being residents of LB Redbridge and LB Waltham Forest.</p> <p>Air quality: The location of the SAC means that key highways accessing settlements within South East Essex and East Hertfordshire, traverse the border of the SAC leading to relatively poor air</p>

⁶ Epping Forest SAC Data, Natural England:
<https://designatedsites.naturalengland.org.uk/SiteGeneralDetail.aspx?SiteCode=UK0012720&SiteName=Epping%20Forest&countyCode=&responsiblePerson=&SeaArea=&IFCAAarea=>

Site name and designation	Qualifying Interest (Habitats and Species)	Current Condition	Recognised threats
			quality. This primarily affects epiphytic lichen communities of the Forest.
Lee Valley SPA / Ramsar (447.87 ha)	<p>Lee Valley qualifies as an SPA for its Annex II species</p> <p>Annex II habitats that are a primary reason for selection of this site:</p> <ul style="list-style-type: none"> • <i>Anas clypeata</i> (Northern Shoveler) • <i>Anas strepera</i> (Gadwall) • <i>Botaurus stellaris</i> (Eurasian bittern) <p>Triturus cristatus</p>	<p>The current condition of the Lee Valley SPA and Ramsar sites is monitored by Natural England⁷</p> <p>There are a number of SSSIs contained within the Lee Valley Ramsar site of which Walthamstow Reservoirs, Waltham Abbey and Turnford and Cheshunt Pits are 100% favourable.</p>	<p>The draft London Plan HRA lists the following pressures to the Lee Valley SPA / Ramsar:</p> <ul style="list-style-type: none"> • Water pollution • Hydrological changes • Recreational disturbance including angling • Atmospheric pollution <p>The draft London Plan HRA provides further details relating to the following pressures:</p>

⁷ Lee Valley SPA and Ramsar Data, Natural England:

<https://designatedsites.naturalengland.org.uk/SiteList.aspx?siteName=Lee%20Valley&countyCode=&responsiblePerson=&DesignationType=All>

Site name and designation	Qualifying Interest (Habitats and Species)	Current Condition	Recognised threats
	<p>Lee Valley qualifies as a Ramsar site under the following criterion:</p> <ul style="list-style-type: none"> • Criterion 2: The site supports the nationally scarce plant species whorled water-milfoil <i>Myriophyllum verticillatum</i> and the rare or vulnerable invertebrate <i>Micronecta minutissima</i> (a water-boatman); and, • Criterion 6: species/populations occurring at levels of international importance. 	<p>Walthamstow Marshes are 36% favourable and 63% unfavourable but recovering</p>	<p>Recreational pressure: Over the past 10 years landowners and managers (RSPB, the local Wildlife Trust, the Regional Park Authority and Thames Water have undertaken initiatives both to facilitate and promote access for the greater public access to the SPA for recreation. It is considered that the relevant competent authorities would not have embarked on these initiatives if there was risk of an adverse effect on the SPA or Ramsar site. For this reason, recreational pressure is not considered to lead to harm to the protected site.</p> <p>Air quality: The only parts of the Lee Valley SPA/Ramsar site in London are Walthamstow Reservoirs. These are sealed reservoirs that are internationally designated for their populations of wintering gadwall and shoveler ducks. no likely significant effects are anticipated since the South West London Waterbodies SPA, like most freshwater environments, is essentially phosphate limited, rather than nitrogen limited, meaning that it is phosphate availability that controls the</p>

Site name and designation	Qualifying Interest (Habitats and Species)	Current Condition	Recognised threats
			<p>growth of macrophytes and algae. The London Plan will not affect phosphate availability within Walthamstow Wetlands.</p> <p>Water resources: Water levels for the reservoirs are controlled by Thames Water and have been largely responsible for creating the circumstances that led to the site being of international importance for species. There are no wastewater treatment works with catchments within the GLA boundary that discharge into the River Lee or its tributaries. Natural England has developed a Site Improvement Plan for the Lee Valley, published in 2014.</p>

6. Appraisal Framework

- 6.1 The policies within the Old Kent Road Area Action Plan have been analysed to assess whether they would be likely to result in significant adverse impacts on European sites. The Natural England guidance⁸ defines 'likely' as meaning 'probably', not merely a fanciful possibility'. The potentially adverse impacts were screened according to the approach set out in Appendix A and Figure 3 of the guidance. However criteria 2 and 3 were not considered because these are applicable to the assessment of Regional Spatial Strategies (now abolished), not Development Plan Documents.
- 6.2 A precautionary approach was adopted so that the assessment also considered cumulative impacts therefore all potentially significant adverse impacts were assessed.

Coding used for recording effects / impacts on European Sites (from Tydesley and Associates, 2006, Annex 2).

Coding used for recording effects/impacts on European Sites
Reason why policy will have no effect on a European Site
1. The policy will not itself lead to development (e.g. it relates to design or other qualitative criteria for development, or it is not a land use planning policy)
4. Concentration of development in urban areas will not affect European Site and will help to steer development and land use change away from a European Site and associated sensitive areas.
5. The policy will help to steer development away from a European Site and associated sensitive areas, e.g. not developing in areas of flood risk or areas otherwise likely to be affected by climate change.
6. The policy is intended to protect the natural environment, including biodiversity.
7. The policy is intended to conserve or enhance the natural, built or historic environment, and enhancement measures will not be likely to have any effect on a European Site.
Reason why policy could have a potential effect
8. The DPD steers a quantum or type of development towards, or encourages development in, an area that includes a European Site or an area where development may indirectly affect a European Site.

⁸ The Assessment of Regional Spatial Strategies and Sub Regional Strategies under the Provisions of the Habitats Regulations' (2006).

Reason why policy would be likely to have a significant effect

9. The policy makes provision for a quantum or kind of development that, in the location(s) proposed, would be likely to have a significant effect on a European Site. The proposal must be subject to appropriate assessment to establish, in light of the site's conservation objectives, whether it can be ascertained that the proposal would not adversely affect the integrity of the site.

- 6.3 A Habitat Regulations Assessment (HRA) screening (stage 1) has been undertaken to assess the impact of the guidance in the Old Kent Road Area Action Plan. This is set out below. The preparation of the plan is considered likely to have no significant adverse effect on the European sites therefore it is deemed to require no further HRA (stages 2 and 3) to be undertaken.

7. Screening Analysis of the Old Kent Road Area Action Plan

7.1 This section screens the Old Kent Road Area Action Plan policies guidance for impacts on Natura 2000 sites. Each policy has been assessed against the criteria provided in section 6 which itself is based on guidance prepared by Tydesley and Associates for Natural England titled, 'The Assessment of Regional Spatial Strategies and Sub Regional Strategies under the Provisions of the Habitats Regulations 2006.'

Analysis

Old Kent Road AAP objective	Related policy reference	Why policy will have no impact on Natura 2000 sites	Likely to have an impact	Essential recommendations to avoid potential negative effects on European sites
Delivery	AAP1 The Masterplan	4	No	None
	AAP2 Bakerloo Line Upgrade and Extension	4	No	None
Homes	AAP3 Homes for All	4	No	None
	AAP4 Student Homes	4	No	None
Strong Local Economy	AAP5 Business and Workspace – 'The Bow Tie'	4	No	None
	AAP6 Life Sciences	4	No	None
	AAP7 Town Centres, Leisure and Entertainment	4	No	None

Movement, Parks and Healthy Streets	AAP8 Movement – People, Place, Experience	4	No	None
	AAP9 The Greener Belt – Parks & Healthy Streets	4	No	None
Design	AAP10 Tall Buildings Strategy – The Stations and the Crossings	4	No	None
	AAP11 Character and Heritage	4, 7	No	None
	AAP12 Design	4	No	None
Environment	AAP13 Climate Emergency	1, 4, 6	No	None
	AAP14 Flood Risk, Noise and Air Quality	4, 6	No	None
Great Start in Life	AAP15 Great Start in Life	4	No	None
	AAP16 Child and Youth Provision	4	No	None

8. Conclusion

- 8.1 None of the strategic objectives, delivery policies or development management policies within the Old Kent Road Area Action Plan are likely to have any significant discernible adverse impact on European sites therefore stage 2 (appropriate assessment and ascertaining the effect on site integrity) and stage 3 (mitigation and alternative solutions) of the HRA process are not considered necessary.

References

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- Draft London Plan Habitats Regulations Assessment (on behalf of the GLA), AECOM, 2017, accessed from: <https://www.london.gov.uk/programmes-strategies/planning/london-plan/new-london-plan/examination-public-draft-new-london-plan/eip-library>
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- The Conservation of Habitats and Species Regulations (England and Wales) Regulations, DEFRA, 2017, accessed from: <https://www.legislation.gov.uk/uksi/2017/1012/contents>
- Tyldesley and Associates - prepared for Natural England Guidance - The Assessment of Regional Spatial Strategies and Sub Regional Strategies under the Provisions of the Habitats Regulations 2006.



Old Kent Road Area Action Plan
Proposed Submission Version
October 2024
Equalities Impact Assessment

EQIA Document 01: Executive Summary

Old Kent Road Area Action Plan 2024 appendices: Document Locator	
No.	Title
Appendix A	Old Kent Road AAP 2024
Appendix B	Consultation Plan
Appendix C	Consultation Report
Appendix D	Integrated Impact Assessment
Appendix E	Habitats Regulations Assessment
Appendix F	Equalities Impact Assessment, comprising:
	- EQIA Document 01: Executive Summary
	- EQIA Document 02: Summary of the EQIA
	- EQIA Document 03: Equalities Impact Assessment
	- EQIA Document 04: Supporting Datasets
Appendix G	Health Impact Assessment

Executive Summary

Introduction

1. This Equalities Impact Assessment (EQIA) considers the equalities impacts of the consolidated version of the Old Kent Road Area Action Plan (AAP). It is a document that will continue to be reviewed by The Council –under its statutory duty– at each stage of the Regulation 19 process, through Examination in Public, and post AAP adoption, to reflect any changes in context.
2. The following paragraphs provide the Executive Summary to the EQIA, covering:
 - the objectives of the proposed Old Kent Road AAP 2024 within the framework set by the Southwark Plan 2022;
 - the Purpose of an Equalities Assessment on Planning Policy;
 - the Approach and Structure of the Equalities Impact Assessment;
 - equalities Issues in Southwark; and
 - how the Council seeks to resolve these issues in planning policy.

Objectives of the Old Kent Road AAP

3. As set out in the Southwark Plan 2022, the Council will lead the way in London to build more homes of every kind in borough and to use every tool at our disposal to increase the supply of all different kinds of homes. Our target is for 50% of all new homes as social rented and intermediate homes. We will ensure that all new homes in Southwark are of such good quality that you will not know whether you are visiting homes in private, housing association or council ownership. Proposed policies AAP3 and AAP4 of the Old Kent Road AAP build on this Local Plan commitment, setting out how the proposed 20,000 new homes will be delivered at a more geographically-specific scale, often in co-location with non-residential uses, and how this will be supported by commensurate infrastructural investment.
4. As set out in the Southwark Plan 2022, the Council will continue to revitalise our places and neighbourhoods to create new opportunities for residents and local businesses, to promote wellbeing and reduce inequalities so that people have better lives in stronger communities. Exemplary design (in terms of homes, urban design, public spaces, the townscape as a whole and sustainability) are promoted principally in proposed policies AAP10, AAP11 and AAP12 of the Old Kent Road AAP. These aspire to create healthy, safe, attractive and sustainable places that everyone can be proud of.
5. As set out in the Southwark Plan 2022, the Council will give the borough's young people the best start in life in a safe, stable and healthy environment where they have the opportunity to develop, make choices and feel in control of their lives and future. Proposed policies AAP15 and AAP16 of the Old Kent Road AAP build on this; they set out, amongst other things, how schools will be expanded if necessary and how our young people will be able to access social outlets and sports facilities.
6. As set out in the Southwark Plan 2022, the Council will work to make sure that the borough maintains a strong economy where all of our existing and new residents,

businesses and workers benefit. Proposed policies AAP5, AAP6 and AAP7 of the Old Kent Road AAP build on this commitment, setting out how the proposed 10,000 new jobs will be delivered across the Opportunity Area, while putting in place mitigation to ensure the ecosystem of existing SMEs is protected and supported.

7. The Southwark Plan 2022 commits to maintaining and improving the health and wellbeing of our residents, encouraging healthy lives by tackling the causes of ill health and inequalities. Health and wellbeing underlie all of the proposed AAP policies, but is most directly addressed and promoted in AAP8, AAP9, AAP12, AAP13, AAP14
8. The Southwark Plan 2022 sets out to lead the way in providing spaces for people to connect with nature, making people feel safe, create cleaner streets, increasing recycling and reducing landfill waste, and addressing the Climate Emergency. The Old Kent Road AAP build on this framework through a number of its proposed policies, most notably AAP9, AAP13 and AAP14.

Purpose of an Equalities Assessment on Planning Policy

9. The Council is required by UK Law to pay due regard to advancing equality, fostering good relations and eliminating discrimination for people sharing certain protected characteristics, as set out in the Public Sector Equalities Duty (2011) (under section 149 of the Equalities Act 2010). The council carries out Equalities Analysis (EqIA) of its plans, decisions and programmes to consider the potential impact (positive and negative) of proposals in accordance with the Equality Act 2010 and on Human Rights that replaces all previous equality legislation into one overarching act.
10. The Town and Country Planning Association sets out in 'Beyond Box-Ticking: A Short Guide to meaningfully assessing Local Plan policy impacts on equality and inclusion' that an equalities assessment should:
 - recognise that planning policies and decisions impact different people differently;
 - have regard to the multiple groups in society who are both under-represented in engagement with planning processes and often at most risk of being negatively affected by planning outcomes
11. Local planning authorities should, therefore, assess the potential impacts of draft policies on different groups at an early stage, and adjust policies accordingly over time.
12. Those who are those subject to the equality duty must, in the exercise of their functions, have due regard to the need to:
 - eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act;
 - advance equality of opportunity between people who share a protected characteristic and those who do not.
 - foster good relations between people who share a protected characteristic and those who do not.

Approach and Structure of the Equalities Impact Assessment

13. This document sits under the Integrated Impact Assessment (IIA). The IIA is a master document that covers all sustainability assessment works, comprising:
 - the Sustainability Appraisal (SA)
 - the Strategic Environmental Assessment (SEA),
 - the Health Impact Assessment (HIA); and
 - the Equalities Impact Assessment (EQIA).
14. This document is a separate Equalities Analysis (EQIA) that distils and considers the key equalities impact of each of the policies proposed in the Old Kent Road AAP.
15. The equalities impact of the Old Kent Road Area Action Plan has been assessed at every stage of the plan. This is achieved with the Integrated Impact Assessment and Equalities Impact Assessment.
16. This document assesses the proposed submission version of the Old Kent Road Area Action Plan against the protected characteristics highlighting where there is a positive impact, negative impact or neutral impact. Each AAP policy and sub area has been assessed for its equalities impact.
17. This Executive Summary (EQIA Document 01) has been compiled to highlight the key equalities issues in the Old Kent Road Opportunity Area. This document sets out:
 - the Purpose and Context of the Equalities Assessment;
 - key equalities issues in the Old Kent Road; and
 - how Southwark Council is responding to these equalities issues.
18. The 'Summary of the EQIA' (EQIA Document 02) provides a high level summary of equalities impacts arising from AAP policies and sub areas assessed against the three strands of the Public Sector Equalities Duty. It also includes summary tables to set out the data supporting the need in the borough.
19. The 'Equalities Impact Assessment' (EQIA Document 03) holds the more in-depth assessment of each policy and its potential impact on each protected characteristic. It identifies where there is a positive, negative or neutral impact and its impact on health. It also details the indicators in the Integrated Impact Assessment (IIA) that inform the impact of these policies.
20. The 'Supporting Datasets' (EQIA Document 04) highlights national and regional data, as well as the data held by Southwark Council that informs the creation and evolution of these policies.
21. The 2020 draft of the Old Kent Road AAP contained a fifth document as part of its EAI; this was a 'Covid-19 Statement on Equalities'. It outlined the uncertainty of Covid-19 and recognises that there are potential additional impacts on each protected characteristic and those who are more vulnerable of Covid-19. Given that the principal period of the pandemic was over 4 years ago, it is not considered necessary to support the 2024 version of the Old Kent Road AAP EQIA with a Covid-19 Statement.

Equalities Issues in Southwark

22. As set out in the Supporting Datasets, the Old Kent Road Opportunity Area is very diverse in terms of demographic, needs and characteristics. Planning policy must, therefore, respond to a wide range of issues and needs to deliver the best outcomes for all, while also reducing the negative impacts of development on people.
23. Equalities issues in the Old Kent Road Opportunity Area surround a number of key issues.
24. The first of these is community uses, namely the protection and retention of floorspace and ensuring high quality new provision. We need to make sure that the provisions and facilities meet the needs of community groups and are genuinely accessible.
25. We need to safeguard the borough's four existing Gypsy and Traveller sites where there is an identified need for them, as well as making provision for the identification of new sites to meet any identified need for additional Gypsy and Traveller accommodation. This need will continue to be monitored.
26. We need to consider non-conventional housing, namely the delivery of Homes of Multiple Occupation (HMOs), housing for older people, homes for those with specialist needs and supported living. The delivery of larger conventional family homes will also be important to monitor, given the current high levels of demand outstripping supply.
27. The delivery of affordable rooms within student housing developments will also need to be monitored, balancing this against the borough's pipeline of affordable conventional housing, the latter being something student housing schemes can also contribute to.
28. In terms of employment, there are equalities issues surrounding the delivery of affordable workspace, protection and support for Small and Medium Enterprises (SMEs) and small shops, and the delivery of accessible education and training.
29. In terms of the environment, there are equalities issues in relation to equality of access to good quality green space for all and the prevalence of poor air quality in certain areas of the borough, and the health and wellbeing implications.
30. This highlights key tensions in the delivery of interventions to meet these requirements, namely around the negotiation of additional requirements to meet specialist needs, as these are not as feasible or viable in some cases.

How is Southwark Council responding to resolve these issues in planning policy?

31. The Old Kent Road AAP has been assessed at each stage against the protected characteristics. Amendments have been made accordingly to ensure the delivery of affordable housing, greater provision of affordable workspace, protection of green and open space and improvement of air quality.

32. These key issues are targeted more widely by Southwark Council as a whole through the delivery of 'Regeneration that Works for all'. This ensures that a Social Regeneration Charter is created for each area in Southwark. These aim to deliver improved social aspects, pride of place and cohesion with a system-wide approach to improving life opportunities, good health and wellbeing for all. It also invests in communities, in employment and community resources aims to increase inclusivity and accessibility, and community collaboration. This Council-wide agenda also aims to reduce inequalities to tackle a wide range of factors that impact on equality with a targeted approach to ensure the regeneration benefits are for all and to make more welcome neighbourhoods.
33. Consultation is addressed more widely in the Statement of Community Involvement and Developers Charter. This aims to create a more transparent and more easily understandable and accessible plan-making and decision-taking process for members of the public to be involved in. It also requires larger planning applications to provide a consultation plan demonstrating that the developer has properly consulted on their development.
34. The plan-making and decision-making process and how the OKRAAP is engaged with is set out in the Statement of Community Involvement.



Old Kent Road Area Action Plan
Proposed Submission Version
October 2024
Equalities Impact Assessment

EQIA Document 02: Summary of the EQIA

Old Kent Road Area Action Plan 2024 appendices: Document Locator	
No.	Title
Appendix A	Old Kent Road AAP 2024
Appendix B	Consultation Plan
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Summary of the EQIA

Introduction

1. The need to conduct an equalities analysis is mandatory for Councils to carry out their Public Sector Equality Duty. Through adopting a new local plan we deem it crucial to address the needs of our residents, mitigate against potential negative impacts and also foster good relations with established communities in our borough. We recognise that any scale of change on people, such as minor to large scale development, can have a significant impact on people. This is why we have drafted the Area Action Plan (AAP) for the Old Kent Road Opportunity Area.
2. A summary based on the initial analysis is set out below. This summary section concisely conveys the positive/negative impacts identified for all of the Old Kent Road Area Action Plan's policy objectives. It also sets out how each have also addressed the three strands of the Public Sector Equality Duty.

Vision and Strategy

Negative impacts:

3. In relation to the plan objectives for Vision and Strategy, no negative impacts have been identified.

Protected characteristic(s) impacted negatively:

4. None.

Positive impacts:

5. The Vision and Strategy sections of the AAP set out to deliver a masterplan which achieves the strategic objectives of:
 - delivering homes, employment, green space, community facilities, play space and youth facilities;
 - addressing climate change;
 - making movement easier, more appealing and more sustainable;
 - promoting high quality design.
6. This has positive impacts for all because it considers the need and character of the local area with respect to the design of its spaces, building and land uses. The delivery of the Old Kent Road AAP masterplan creates greater cohesion between existing and new residents through the delivery of a series of open and green spaces to encourage more active travel modes and encounter, but also through the delivery of affordable homes, employment and community facilities that are accessible for all.

Protected characteristic(s) impacted positively:

7. All protected characteristics and those with socio-economic disadvantage shall benefit.

Mitigation:

8. Although the impacts of this policy are all positive, we will still continuously monitor our data and annually review our policies (both in the Southwark Plan and the AAP) and IIA indicators, in addition to the AMR. This to ensure we are up to date with all groups who will be impacted by development.

Delivery

9. The 'Delivery' objectives encompass:
- AAP1 'The Masterplan'; and
 - AAP2 'Bakerloo Line Upgrade and Extension'.

Negative impacts:

10. In relation to the plan objectives for the delivery of the Masterplan and the Bakerloo Line Extension, no negative impacts have been identified.

Protected characteristic(s) impacted negatively:

11. None.

Positive impacts:

12. The objectives for the 'Delivery' policies are very much focussed on bringing forward new development supported by public transport improvements, the Bakerloo Line Extension (and its precursor, the Bakerloop bus, as part of Phase 1) being the critical element of this. The delivery of this tube line extension will deliver improved public transport accessibility to the Old Kent Road Opportunity Area. This delivers development with higher capacity for housing, employment and other services. This also delivers benefits to local residents who can have improved access to transport, affordable housing, employment and other services for all.

Protected characteristic(s) impacted positively:

13. All protected characteristics and those with socio-economic disadvantage shall benefit.

Mitigation:

14. Although the impacts of this policy are all positive, we will still continuously monitor our data and annually review our policies (both in the Southwark Plan and the AAP) and IIA indicators, in addition to the AMR. This to ensure we are up to date with all groups who will be impacted by development.

Addressed three strands of the Public Sector Equality Duty:

15. The 'Delivery' policies address the three strands of the PSED by bringing forward new jobs and homes in the Old Kent Road Opportunity Area, while also ensures infrastructural investment is delivered in tandem to support this growth. This will

bring socioeconomic improvements for all protected characteristics, in so doing ensuring that all residents have access housing, employment, public transport and other services. This means that discrimination is mitigated against in terms of growth, infrastructural investment, and access to services.

Housing

The 'Housing' objectives are encompassed by the following policies:

- AAP3 'Homes for All; and
- AAP4 'Student Housing'.

Negative impacts:

In relation to the plan objectives for the delivery of the Housing policies, no negative impacts have been identified.

Protected characteristic(s) impacted negatively:

16. None.

Positive impacts:

17. The objectives for the 'Housing' policies sets out a strategy for the delivery of 20,000 new homes across the opportunity area, including a wide range of homes sizes and home types to meet the needs of local residents. This improves accessibility to quality affordable homes for all, which provides a greater sense of security and inclusion for residents. The 'Housing' policies also recognise the need for, and economic benefits brought by, Purpose Built Student Accommodation; this will deliver high quality managed accommodation for the area's student population, while also ensuring that such developments are designed to help foster mixed and inclusive communities.

Protected characteristic(s) impacted positively:

18. All protected characteristics and those with socio-economic disadvantage shall benefit.

Mitigation:

19. Although the impacts of this policy are all positive, we will still continuously monitor our data and annually review our policies (both in the Soutwark Plan and the AAP) and IIA indicators, in addition to the AMR. This to ensure we are up to date with all groups who will be impacted by development.

Addressed three strands of the Public Sector Equality Duty:

20. The 'Housing' polices address the three strands of the PSED by delivery affordable housing that is available to those with protected characteristics, in so doing ensuring that all residents have access to safe and good quality housing. This means that discrimination is mitigated against in terms of housing.

Strong Local Economy

21. The 'Strong Local Economy' objectives are encompassed by the following policies:
- AAP5 'Businesses and Workspace - The Bow Tie';
 - AAP6 'Life Sciences; and
 - AAP7 'Town Centre, Leisure and Entertainment'.

Negative impacts:

22. In relation to the plan objectives for a Strong Local Economy, no negative impacts have been identified.

Protected characteristic(s) impacted negatively:

23. None.

Positive impacts:

24. The objectives for a 'Strong Local Economy' sets out a strategy to deliver more vibrant town centres with greater employment opportunities for local residents, while leveraging the Old Kent Road Opportunity Area's location at heart of the South Central London Life Sciences district to bring more employers and businesses within this sector to the area.

Protected characteristic(s) impacted positively:

25. All protected characteristics and those with socio-economic disadvantage shall benefit.

Mitigation:

26. Although the impacts of this policy are all positive, we will still continuously monitor our data and annually review our policies (both in the Soutwark Plan and the AAP) and IIA indicators, in addition to the AMR. This to ensure we are up to date with all groups who will be impacted by development.

Addressed three strands of the Public Sector Equality Duty:

27. The 'Strong Local Economy' policies address the three strands of the PSED by providing more vibrant town centres with greater employment opportunities (including in the emerging Life Sciences sector) that are available to those with protected characteristics. The policies ensure that all residents can participate in, and benefit from, a strong local economy. This means that discrimination is mitigated against in terms of employment and economics.

Movement, Parks and Healthy Streets

28. The 'Movement, Parks and Healthy Streets' objectives are encompassed by the following policies:

- AAP8 'Movement – People, Place, Experience'; and
- AAP9 'The Greener Belt – Parks and Healthy Streets'.

Negative impacts:

29. In relation to the plan objectives for Movement, Parks and Healthy Streets, no negative impacts have been identified.

Protected characteristic(s) impacted negatively:

30. None.

Positive impacts:

31. The objectives for Movement, Parks and Healthy Streets sets out a strategy for the prioritising of walking and cycling and the delivery of inclusive and accessible streets and public realm. This will be complemented by enhancements to, and delivery of brand new, parks; some of these new open spaces will link together, creating a green spine east-to-west through the Opportunity Area, providing quieter and safer routes for active travel.
32. Policy AAP8 promotes car free development with the exception of disabled car parking spaces. It also sets out a servicing strategy that places preference on off-street servicing, consolidation and promotion of deliveries by cargo bikes and quadricycles – all of which will create cleaner, greener and more welcoming spaces to travel through for all sections of society.

Protected characteristic(s) impacted positively:

33. All protected characteristics and those with socio-economic disadvantage shall benefit.

Mitigation:

34. Although the impacts of this policy are all positive, we will still continuously monitor our data and annually review our policies (both in the Southwark Plan and the AAP) and IIA indicators, in addition to the AMR. This to ensure we are up to date with all groups who will be impacted by development.

Addressed three strands of the Public Sector Equality Duty:

35. The 'Movement, Parks and Healthy Streets' policies address the three strands of the PSED by providing greater access to public open space and sustainable modes of public transport, while reducing the amount of motorised traffic (and the dominance this has on the local environment) . These greener and cleaner spaces, as well as the major new public transport infrastructure, will be fully available to those with protected characteristics. This means that discrimination is mitigated against in terms of movement and access to open space.

Design

36. The 'Design' objectives are encompassed by the following policies:
- AAP10 'Tall Buildings - The Stations and the Crossings';
 - AAP11 'Character and Heritage'; and
 - AAP12 'Design'.

Negative impacts:

37. In relation to the plan objectives for Design, no negative impacts have been identified.

Protected characteristic(s) impacted negatively:

38. None.

Positive impacts:

39. The objectives for Design sets out a strategy for the delivery of inclusive and accessible buildings that also delivers proper amenity and communal open spaces. These buildings are to be high quality and form part of coherent town- and street-scapes, aiding wayfinding and legibility for all.

Protected characteristic(s) impacted positively:

40. All protected characteristics and those with socio-economic disadvantage shall benefit.

Mitigation:

41. Although the impacts of this policy are all positive, we will still continuously monitor our data and annually review our policies (both in the Southwark Plan and the AAP) and IIA indicators, in addition to the AMR. This to ensure we are up to date with all groups who will be impacted by development. These policies are also designed to respond to the local character and landmarks in the Old Kent Road Opportunity Area to promote a sense of place for all.

Addressed three strands of the Public Sector Equality Duty:

42. The 'Design' policies address the three strands of the PSED by delivering inclusive and accessible buildings that achieve a high quality of design and form part of coherent town- and street-scape. This high quality design will be enjoyed by those with protected characteristics. This means that discrimination is mitigated against in terms of design.

Climate and Environmental Quality

43. The 'Climate and Environmental Quality' objectives are encompassed by the following policies:
- AAP13 'Climate Emergency'; and
 - AAP14 'Water Management, Air and Noise Quality'.

Negative impacts:

44. In relation to the plan objectives for Climate and Environmental Quality, no negative impacts have been identified.

Protected characteristic(s) impacted negatively:

45. None.

Positive impacts:

46. The objectives for Climate and Environmental Quality sets out a strategy for the delivery of green spaces to address the deficiency of open and green space currently in the Old Kent Road Opportunity Area, along with a strategy for tackling the Climate Emergency. This delivers spaces for recreation and exercise that are accessible to all, while ensuring new development plays its part in minimising emissions and creating an environment that mitigates against --and is adapted to-- climate change and global warming

Protected characteristic(s) impacted positively:

47. All protected characteristics and those with socio-economic disadvantage shall benefit.

Mitigation:

48. Although the impacts of this policy are all positive, we will still continuously monitor our data and annually review our policies (both in the Southwark Plan and the AAP) and IIA indicators, in addition to the AMR. This to ensure we are up to date with all groups who will be impacted by development.

Addressed three strands of the Public Sector Equality Duty:

49. The 'Climate and Environmental Quality' policies address the three strands of the PSED by delivering inclusive and accessible buildings that achieve a high quality of design and form part of coherent town- and street-scape. This high quality design will be enjoyed by those with protected characteristics. This means that discrimination is mitigated against in terms of climate and environment.

Great Start in Life

50. The 'Great Start in Life objectives are encompassed by the following policies:
- AAP15 'Great Start in Life'; and
 - AAP16 'Child and Youth Provision'.

Negative impacts:

51. In relation to the plan objectives for Best start in life no negative impacts have been identified.

Protected characteristic impacted negatively:

52. None.

Positive impacts:

53. The plan objectives for Great Start in Life sets out a strategy for the delivery of community facilities, play space and education for children and youth in the Old Kent Road opportunity Area. This addresses the need to provide safe spaces for young people and to improve recreation and education opportunities. By improving these facilities for young people, other residents also benefit from improved facilities and accessible space.

Protected characteristic impacted positively:

54. All protected characteristics and those with socio-economic disadvantage shall benefit.

Mitigation:

55. Although the impacts of this policy are all positive, we will still continuously monitor our data and annually review our policies (both in the Southwark Plan and the AAP) and IIA indicators, in addition to the AMR. This to ensure we are up to date with all groups who will be impacted by development.

Addressed three strands of the Public Sector Equality Duty:

56. The 'Great Start in Life' policies address the three strands of the PSED by delivering inclusive and accessible community facilities, play space and education for children and youth available to those with protected characteristics. This means that discrimination is mitigated against in education, recreation and community engagement.

Sub areas and site allocationsSub Areas 1-5:

57. All Sub Areas were acknowledged to have a positive impact across all protected characteristic groups, as these all broadly aim to:

- deliver housing where appropriate to meet local need;
- improve walking and cycling connectivity; and
- preserve and enhance character.

58. These aims help to achieve regeneration for all, ensuring that neighbourhoods are improved for everyone to feel pride in their communities.

59. The masterplans for each sub area aim to promote wellbeing and reduce inequalities so that everyone is able to benefit from regeneration..

Negative impacts:

60. In relation to Sub Areas 1, 2, 3, 4 and 5 no negative impacts have been identified for any of the protected characteristics.

Protected characteristic(s) impacted negatively:

61. None.

Positive impacts:

62. By producing a masterplan for each sub area and site allocation, the Old Kent Road AAP can respond to the needs in the local area. The masterplan is delivering a number of affordable homes, jobs, education and community facilities that are accessible to local residents. Connectivity is also a crucial element that has been considered alongside movement, to encourage safer and more active travel modes. Recognition of the current green and open space deficiency in the Opportunity Area has also informed the sub areas and site allocations – the benefits of this (a range of enhanced and new parks, the Trim Trail, the potential lido etc.) will be available to all with protected characteristics.

Protected characteristic(s) impacted positively:

63. All protected characteristics and those with socio-economic disadvantage shall benefit.

Mitigation:

64. Although the impacts of this policy are all positive, we will still continuously monitor our data and annually review our policies (both in the Southwark Plan and the AAP) and IIA indicators, in addition to the AMR. This to ensure we are up to date with all groups who will be impacted by development.

Addressed three strands of the Public Sector Equality Duty:

65. The sub areas and site allocations address the three strands of the PSED by setting how a number of affordable homes, jobs, education and community facilities will be delivered across the OA, ensuring that they are accessible to those with protected characteristics. This means that discrimination is mitigated against in across all the plan objectives.

Conclusion on how the AAP addresses the Public Sector Equality Duty

66. In conclusion, all the policies and sub-areas within the AAP cumulatively address the three strands of the PSED.

67. With regard to the first strand, the policies have due regard to eliminating unlawful discrimination in housing, employment and the public realm by delivering a range of affordable and accessible homes, workspace and employment.

68. With regard to the second strand, the policies have due regard to advance equality of opportunity between people who share a protected characteristic and those who do not. This is achieved through the delivery of education, training and community facilities that are accessible for all. This ensures greater opportunity for all to access improved amenities and services. By supporting the local economy to grow and provide more diverse employment opportunities for local people, it also promotes equality of opportunity for local residents.
69. With regard to the third strand, the policies have due regard to foster or encourage good relations between people who share a protected characteristic and those who don't. This is achieved through improving mobility and connectivity for all residents, along with new community and town centre facilities designed to foster integration and community cohesion.



Old Kent Road Area Action Plan
Proposed Submission Version
October 2024
Equalities Impact Assessment

EQIA Document 03: Equalities Impact Assessment

Old Kent Road Area Action Plan 2024 appendices: Document Locator	
No.	Title
Appendix A	Old Kent Road AAP 2024
Appendix B	Consultation Plan
Appendix C	Consultation Report
Appendix D	Integrated Impact Assessment
Appendix E	Habitats Regulations Assessment
Appendix F	Equalities Impact Assessment, comprising:
	- EQIA Document 01: Executive Summary
	- EQIA Document 02: Summary of the EQIA
	- EQIA Document 03: Equalities Impact Assessment
	- EQIA Document 04: Supporting Datasets
Appendix G	Health Impact Assessment

Guidance notes

Things to remember:

1. Under the Public Sector Equality Duty (PSED) public authorities are required to have due regard to the aims of the general equality duty when making decisions and when setting policies. Understanding the effect of the council's policies and practices on people with different protected characteristics is an important part of complying with the general equality duty. Under the PSED the council must ensure that:
 - Decision-makers are aware of the general equality duty's requirements;
 - The general equality duty is complied with before and at the time a particular policy is under consideration and when a decision is taken;
 - We consciously consider the need to do the things set out in the aims of the general equality duty as an integral part of the decision-making process;
 - We have sufficient information to understand the effects of the policy, or the way a function is carried out, on the aims set out in the general equality duty;
 - We review policies or decisions, for example, if the make-up of service users changes, as the general equality duty is a continuing duty;
 - We take responsibility for complying with the general equality duty in relation to all their relevant functions - responsibility cannot be delegated to external organisations that are carrying out public functions on their behalf; and
 - We consciously consider the need to do the things set out in the aims of the general equality duty not only when a policy is developed and decided upon, but when it is being implemented.

2. Best practice guidance from the Equality and Human Rights Commission recommends that public bodies:
 - Consider all the protected characteristics and all aims of the general equality duty (apart from in relation to marriage and civil partnership, where only the discrimination aim applies);
 - Use equality analysis to inform policy as it develops to avoid unnecessary additional activity;
 - Focus on understanding the effects of a policy on equality and any actions needed as a result, not the production of a document;
 - Consider how the time and effort involved should relate to the importance of the policy to equality;
 - Think about steps to advance equality and good relations as well as eliminate discrimination;
 - Use good evidence (where it isn't available, take steps to gather it, where practical and proportionate);
 - Use insights from engagement with employees, service users and others who can help provide evidence for equality analysis;
 - Equality analysis should be referenced in community impact statements in Council reports. Community impact statements are a corporate requirement in all reports to the following meetings: the cabinet, individual decision makers, scrutiny, regulatory committees and community councils. Community impact statements enable decision makers to identify more easily how a decision

might affect different communities in Southwark and to consider any implications for equality and diversity.

3. The public will be able to view and scrutinise any equality analysis undertaken. Equality analysis should therefore be written in a clear and transparent way using plain English. Equality analysis may be published under the council's publishing of equality information, or be present within divisional/departmental/service business plans. These will be placed on the website for public view under the council's Publications Scheme.
4. Equality analysis should be reviewed after a sensible period of time to see if business needs have changed and/or if the effects that were expected have occurred. If not then you will need to consider amending your policy accordingly. This does not mean repeating the equality analysis, but using the experience gained through implementation to check the findings and to make any necessary adjustments. Engagement with the community is recommended as part of the development of equality analysis. The council's Community Engagement Division and critical friend, the Forum for Equality and Human Rights in Southwark can assist with this (see section below on community engagement and www.southwarkadvice.org.uk).
5. Whilst the equality analysis is being considered, Southwark Council recommends considering health and wellbeing implications, as health and health inequalities are strongly influenced by the environment we live and work in. As a major provider of services to Southwark residents, the council has a legal duty to reduce health inequalities and this is reflected in its values and aims. For this reason, the council recommends considering health and wellbeing impacts in all equality analyses, not forgetting to include identified potential mitigating actions.

Section 1: Equality analysis details and contents

Proposed policy/decision/business plan to which this equality analysis relates			Old Kent Road Area Action Plan		
Equality analysis author			Patrick Cronin		
Strategic Director			Stephen Platts		
Department			Finance	Division	Planning
Date of analysis			April to August 2024		
Sign-off	Colin Wilson	Position	Head, Strategic Applications and Old Kent Road Planning and Growth	Date	TBC

Section 2: Brief description of policy/decision/business plan

The Old Kent Road Area Action Plan

6. The Old Kent Road Area Action Plan (AAP) will, once adopted, form part of the Development Plan for the borough of Southwark. It will sit alongside the Local Plan, Area Action Plans, Adopted Policies Map, Adopted Neighbourhood Plans and the London Plan.
7. This site specific policy document aims to manage the growth and development of the Old Kent Road Opportunity Area (OA) to nurture and develop the thriving businesses, arts and cultural communities. It aims to be innovative and guide new development to provide urgently needed housing and jobs. The plan proposes co-locating residential uses with industrial and commercial uses, applying innovative architectural and environmental design to ensure new and existing businesses can co-exist with new homes.
8. By virtue of the location, connections and existing uses, evolving character and development potential, the Old Kent Road OA is well placed to absorb growth. This is recognised by the London Plan, which identifies the Old Kent Road OA in two major growth areas: Central London and the Bakerloo Line Extension (BLE) Growth Corridor.
9. The efficient delivery of quality development in the Old Kent Road OA will accelerate Community Infrastructure Levy (CIL) payments and other financial contributions towards the cost of the BLE.
10. The Old Kent Road AAP and the Southwark Plan must be in conformity with the London Plan and the National Planning Policy Framework (NPPF). The Old Kent Road AAP is also an Opportunity Area Planning Framework which may be endorsed by the Mayor of London.

The Equalities Analysis

11. This Equalities Assessment will assess the following policies:
 - Vision
 - Strategy
 - AAP1: The Masterplan
 - AAP2: Bakerloo Line Upgrade and Extension
 - AAP3: Homes for All
 - AAP4: Student Homes
 - AAP5: Businesses and Workspace - The Bow Tie
 - AAP6: Life Sciences
 - AAP7: Town Centres, Leisure and Entertainment
 - AAP8: Movement - People, Place, Experience
 - AAP9: The Greener Belt - Parks and Healthy Streets
 - AAP10: Tall Buildings - The Stations and the Crossings
 - AAP11: Character and Heritage

- AAP12: Design
- AAP13: Climate Emergency
- AAP14: Water management, air and noise quality
- AAP15: Great Start in Life
- AAP16: Child and Youth Provision
- Sub Area 1
- Sub Area 2
- Sub Area 3
- Sub Area 4
- Sub Area 5

Summary of overall assessment

12. The Old Kent Road AAP aims to co-ordinate development in the Old Kent Road OA to ensure it delivers direct benefits to local people, specifically regarding the provision of affordable housing and jobs for all.
13. In terms of socioeconomic background, the Old Kent Road AAP aims to improve the quantity and quality of affordable housing and employment to help those who are disadvantaged.
14. In terms of youth provision and community uses, the Old Kent Road AAP aims to deliver more spaces for community uses and improve the provision of educational facilities.
15. These interventions have positive impacts for all protected characteristics and cumulatively reduce inequality.

Section 3: Service users and stakeholders

Service users and stakeholders	
Key users of the department or service	<ul style="list-style-type: none"> • Members of the public; • Councillors; • Developers; • Local Authorities; • Housing Associations; • Greater London Authority; • Transport for London; • Thames Water; • Metropolitan Police; • LBS Chief Executive's Department; • LBS Children's and Adult's Services Department; • LBS Environment and Leisure Department; • LBS Finance and Governance Department; • LBS Flood and Drainage Department; • LBS Housing and Modernisation Department; • LBS Public Health.
Key stakeholders were/are involved in this policy/decision/business plan	<ul style="list-style-type: none"> • Members of the public; • Councillors; • Developers; • Local Authorities; • Housing Associations; • Greater London Authority; • Transport for London; • Thames Water; • Metropolitan Police; • LBS Chief Executive's Department; • LBS Children's and Adult's Services Department; • LBS Environment and Leisure Department; • LBS Finance and Governance Department; • LBS Flood and Drainage Department; • LBS Housing and Modernisation Department; • LBS Public Health.

Section 4: Pre-implementation equality analysis

16. This section considers the potential impacts (positive and negative) on groups with 'protected characteristics', the equality information on which this analysis is based and any mitigating actions to be taken.
17. The first column on the left is for societal and economic issues (discrimination, higher poverty levels) and the second column on the right for health issues, physical and mental. As the two aspects are heavily interrelated it may not be practical to fill out both columns on all protected characteristics. The aim is, however, to ensure that health is given special consideration, as it is the Council's declared intention to reduce health inequalities in the borough.

<u>AGE</u>	
Where this is referred to, it refers to a person belonging to a particular age (e.g. 32 year olds) or range of ages (e.g. 18 - 30 year olds).	
Societal and economic issues	Health issues
Potential impacts (positive and negative) of proposed policy	Potential impacts (positive and negative) of proposed policy
Vision	Vision
<p>The Vision demonstrates positive impacts because it addresses the need for homes and jobs in the Old Kent Road OA, ensuring that this socioeconomic growth is supported by major sustainable transport infrastructure in the form of the Bakerloop Bus and other travel enhancements (for Phase 1) and the BLE (Phase 2).</p> <p>Furthermore the Vision recognises the need for more innovative approaches to supporting the positive growth of communities by encouraging integration of different age groups. One example is the benefits of co-location of nurseries and older person's accommodation to reduce social isolation.</p>	<p>Three key components of the Vision are:</p> <ul style="list-style-type: none"> • delivering the Greener Belt; • delivering the Bakerloo Line Extension; and • revitalising and diversifying the Old Kent Road into a thriving Healthy High Street; <p>all of which seek to promote sustainable transport behaviours amongst all age groups within the local population. This will have direct positive health impacts.</p> <p>The Greener Belt strategy, in providing a network of generous open spaces and walking and cycling routes, seeks to promote health and wellbeing for all age groups. This will be particularly beneficial for younger people amongst whom there are higher than average levels of obesity in the Old Kent Road OA.</p>

	<p>The Vision also recognises how good design and co-location of certain uses can provide wider societal benefits for mental health and wellbeing, especially for the elderly.</p> <p>More generally, the Vision demonstrates positive health impacts because it recognises the importance of the built environment and the impact that it has, when well-designed and welcoming, on mental wellbeing.</p>
<p>Strategy</p> <p>The Strategy demonstrates positive social impacts through these key objectives:</p> <ul style="list-style-type: none"> • the co-location of nurseries, primary schools and older people’s accommodation; • the provision of older people’s specialist housing (such as the over-55s housing at the Tustin Estate); and • a new network of youth facilities (including supporting the existing facilities at 231 Old Kent Road and Leyton Square). <p>These will all promote intergenerational wellbeing and foster good relations. The network of youth facilities will provide social spaces that encourage young people from all backgrounds to mix.</p>	<p>Strategy</p> <p>The Strategy aims to enhance the environment and encourage physical activity to improve wellbeing for all, regardless of age. This demonstrates positive health impacts.</p> <p>The 20,000 new homes, 10,000 new jobs and other major infrastructure that the Strategy seeks to deliver will produce carbon emissions and generate environmental conditions (noise, dust etc.) that could present negative health impacts for people of all ages. The age groups most vulnerable to these impacts are the young and the elderly¹. However, when the full range of mitigation secured across the various policies (examples being construction environmental management plans, emission minimisation through sustainable design, delivering biodiversity net gain, and achieving air quality neutrality) is taken account of, there would be an overall positive impact.</p>
<p>AAP1: The Masterplan</p> <p>AAP1 demonstrates positive impacts because it creates a masterplan with the capacity to meet identified need for</p>	<p>AAP1: The Masterplan</p> <p>AAP1 demonstrates positive health impacts because it will ensure health services, open spaces and new and</p>

¹ ‘United Nations Environment Programme - Young and old, air pollution affects the most vulnerable’, accessible from <https://www.unep.org/news-and-stories/blogpost/young-and-old-air-pollution-affects-most-vulnerable>

<p>housing, employment, infrastructure and community uses. This ensures greater access to housing, jobs and local services for all age groups.</p>	<p>improved sustainable transport links will be delivered in tandem with the new housing and employment. This new infrastructure will bring positive health benefits, as well as an improvement in the environmental quality across the OA more generally, which will impact positively on all age groups.</p>
<p>AAP2: Bakerloo Line Upgrade and Extension</p> <p>AAP2 demonstrates positive impacts by supporting larger scale development throughout its lifetime with social and physical infrastructure. These upgrades will improve public transport accessibility for all and upgrade existing infrastructure such as buses, cycle paths, schools and health and leisure facilities for all. This ensures equality of access to opportunity, amenities and services for all age groups.</p>	<p>AAP2: Bakerloo Line Upgrade and Extension</p> <p>New and improved public transport infrastructure will reduce reliance on private motor vehicles, in turn improving air quality and health outcomes for all age groups.</p>
<p>AAP3: Homes for all</p> <p>AAP3 demonstrates positive impacts by building 10% of new homes as accessible and helping vulnerable people find the right housing to meet their needs so they can live independently. In the latter respect, the policy expressly references the need to deliver dedicated over-55s housing within the OA. This improves the provision/availability of specialist fit-for-purpose modern housing for mature citizens. This is particularly relevant to the Old Kent Road OA, where of all seven indices of deprivation, the 2019 IMD found “quality of living environment” to be the poorest performing metric in this location</p>	<p>AAP3: Homes for all</p> <p>AAP3, by seeking to deliver high quality housing for those of all ages, including specialist (sometime managed) forms of housing for mature citizens, will provide comfortable living environments where residents feel a greater sense of security in their home. This has positive benefits for mental wellbeing, and improves quality of life.</p>
<p>AAP4: Student homes</p> <p>AAP4 demonstrates positive economic impacts by encouraging investment from higher education providers, who make a significant contribution to the</p>	<p>AAP4: Student homes</p> <p>There are no specific identifiable positive or negative impacts on health arising from AAP4.</p>

<p>borough's economy and labour market. PBSA can also bring indirect benefits by increasing spend in local businesses. This benefits those of working age.</p> <p>The policy also positively impacts young adults by ensuring high quality housing options are available to the borough's student population.</p> <p>AAP4 places a strong focus on ensuring the student demographic is integrated with the existing and future residential communities. This will help promote good neighbourhood relations between, for example, children in their mid-teens and university-age young people. Many developments consented and built in the OA incorporate co-working space for the students that is also available for a charge to remote-working professionals; this hybrid customer base brings people of working age into contact with the student demographic. This brings a positive age-related social impact.</p>	<p>There are more general mental and physical health benefits in widening access to high quality (safe, comfortable, professionally managed, community-oriented etc.) housing for the borough's student population.</p>
<p>AAP5: Businesses and workspace - The Bow Tie</p> <p>AAP5 demonstrates positive socioeconomic impacts for people of working age by making provisions for current business occupiers of the Old Kent Road OA. The policy ensures that current and future businesses are considered in the regeneration of Old Kent Road OA.</p>	<p>AAP5: Businesses and workspace - The Bow Tie</p> <p>There are no specific identifiable positive or negative impacts on health arising from AAP5.</p>
<p>AAP6: Life sciences</p> <p>The aim of AAP6 is for the Old Kent Road OA to play a key role in establishing south central London as a world-recognised district for life sciences expertise and innovation. This will have positive impacts for those of working age because it will complement and support existing business in the life sciences and related sectors, while also bringing new life sciences business to</p>	<p>AAP6: Life sciences</p> <p>There are no specific identifiable positive or negative impacts on health arising from AAP6.</p>

<p>the area, expanding and diversifying the local jobs market. Importantly, these new employment opportunities for local working-age people will be in a higher skilled and paid sector.</p>	
<p>AAP7: Town centres, leisure and entertainment</p> <p>AAP7 aims to transform town centres. This illustrates positive impacts for those of all ages because it aims to deliver a range of shops and amenities to meet daily needs, clustered in two key locations benefiting from high public transport accessibility and high quality and inclusive public realm. By locating essential amenities together it improves accessibility for all ages.</p> <p>The policy promotes the provision of increased seating to provide resting points for people of all ages and abilities, making it easier for people to get out and engage in town centre social life without necessarily needing to spend money. The policy also seeks to deliver a greater provision of leisure facilities through the night- and well as the day-time, thereby better meeting the wide-ranging needs of all age groups.</p> <p>The town centre strategy seeks to retain/re-provide the various large supermarkets that line the Old Kent Road high street. In part, this is to safeguard the continued operation of free-to-access public toilets within these large retail premises (something that Policy P35 of the Southwark Plan also requires for main town centre uses that are 1,000 sq.m or more GIA). The provision of public toilets makes for a more comfortable and dignified town centre experience for all, in particular older citizens. This has positive social impacts.</p>	<p>AAP7: Town centres, leisure and entertainment</p> <p>AAP7 seeks to deliver a new NHS health hub to serve the area's growing population. This will bring major benefits for all age groups, providing integrated primary health, community health and social care support. In promoting a shift towards co-ordinated and holistic care in this way, AAP7 responds to the increase in the number of people in the borough with multiple long-term conditions, in part a consequence of the ageing population.</p>
<p>AAP8: Movement - People, Place and Experience</p>	<p>AAP8: Movement - People, Place and Experience</p>

<p>AAP8 demonstrates positive societal impacts for all, but especially young people in its aim to deliver cycle routes where unaccompanied 12 year olds can confidently cycle, such as the Trim Trail in Sub-Area 3, which will improve their sense of independence.</p> <p>Improved access to sustainable forms of public transport will also positively impact older residents; this is because it will make it easier for them get out into, and play a more active socioeconomic role in, the local community.</p>	<p>AAP8 demonstrates positive impacts for health because it encourages a change in travel habits to more active modes of travel, which will promote healthier lifestyles for all age groups. By delivering dedicated cycle lanes and more crossing points in the OA, the policy will also improve cyclist and pedestrian safety across all age groups.</p> <p>Furthermore, a reduction in vehicle dependence and supporting a shift to electric vehicles will improve air quality (because it involves less combustion), which in turn will reduce the risk of respiratory related illness, especially in the more vulnerable age groups (i.e. the young and the elderly).</p>
<p>AAP9: The Greener Belt - Parks and healthy streets</p> <p>AAP9 aims to illustrate positive impacts by delivering new play spaces in the Old Kent Road OA, as part of the Council's promise to have a top quality playground in every neighbourhood². This encourages children to play and be active in a safe environment.</p> <p>More generally, the provision of new and improved parks and open spaces across the OA will have social benefits for all age groups by reducing social isolation and fostering interaction.</p>	<p>AAP9: The Greener Belt - Parks and healthy streets</p> <p>AAP9 delivers positive health benefits for all because it creates greens spaces for safe and accessible exercise and leisure for all. This promotes greater physical and mental health and wellbeing for people of all ages. This should have positive impacts for young people in particular, amongst whom there are higher levels of obesity.</p>
<p>AAP10: Tall buildings strategy - The Stations and the Crossings</p> <p>AAP10 illustrates positive impacts for all by ensuring tall buildings are built in the right places to benefit everyone. It also ensures that the tall buildings deliver considerable public benefits.</p>	<p>AAP10: Tall buildings strategy - The Stations and the Crossings</p> <p>There are no specific identifiable positive or negative impacts on health arising from AAP10.</p>

² 'Southwark Council's Delivery Plan 2022-2026', accessible from <https://modern.gov.southwark.gov.uk/documents/s108711/Appendix%201%20Council%20Delivery%20Plan.pdf>

<p>AAP11: Character and heritage</p> <p>AAP11 illustrates positive impacts, as it conserves key landmarks and valuable historical buildings. This ensures that areas remain legible and easily navigable, and that the area as a whole remains familiar, which is particularly important for the elderly. Legible and easy-to-navigate urban environments are also beneficial for young people to gain independence and familiarity with the place they live in, which again brings positive social impacts.</p>	<p>AAP11: Character and heritage</p> <p>There are no specific identifiable positive or negative impacts on health arising from AAP11.</p>
<p>AAP12: Design</p> <p>AAP12 demonstrates positive impacts for all by requiring good design to maintain the character of the Old Kent Road OA but also contribute to a more vibrant, attractive and healthy townscape. The policy sets out that development must provide accessible and inclusive design for all ages. This ensures greater accessibility for all.</p> <p>The focus the policy gives to increased permeability and enhanced frontages will make non-vehicular movement through the Old Kent Road OA easier. The policy also aims to create places that are less hostile and more appealing with a greater sense of safety, which will be socially beneficial for all age groups.</p>	<p>AAP12: Design</p> <p>There are no specific identifiable positive or negative impacts on health arising from AAP12.</p> <p>More generally, the policy's focus on creating walkable and permeable neighbourhoods will encourage greater rates of non-vehicular travel, helping all age groups lead healthier lifestyles.</p>
<p>AAP13: Climate Emergency</p> <p>AAP13 demonstrates positive impacts for all by ensuring new development responds to the climate emergency through reducing carbon across matters of design, construction, building operation, whole life cycle and transport. This has secondary impacts by:</p> <ul style="list-style-type: none"> • improving air quality; • creating more efficient and less energy-consumptive buildings (attendant with which may be a reduction in residents' bills); and 	<p>AAP13: Climate Emergency</p> <p>There are no specific identifiable positive or negative impacts on health arising from AAP13. There are more general health benefits surrounding air quality and the promotion of active travel, all of which contributes to health and wellbeing for people of all ages.</p>

<ul style="list-style-type: none"> • reducing global warming. <p>All of the aforementioned have beneficial impacts for local residents of all ages.</p>	
<p>AAP14: Water management, air and noise quality</p> <p>AAP14 illustrates positive impacts for all ages by ensuring development has met high environmental standards and promotes more active, public and sustainable travel modes to reduce pollution. Young children and the elderly are more susceptible to the effects of poor air quality and low environmental quality.</p> <p>This policy aims to improve the conditions across the OA to ensure a cleaner, greener, and safer environment for all ages.</p>	<p>AAP14: Water management, air and noise quality</p> <p>AAP14 illustrates positive health benefits for all because it works to improve air quality and create high quality green and open spaces, while also reducing the risk of flooding.</p> <p>It also requires co-location to be carefully considered so that neighbourhoods are liveable places where residents can walk or cycle to workplaces, daycare and educational institutions easily and safely.</p> <p>The policy also reinforces high standards of residential design to ensure that homes, including homes co-located with industry, provide environmentally comfortable living conditions (i.e. minimal odour, dust, vibration and acoustic disturbance), which is critical to physical and mental wellbeing.</p> <p>Having improved open spaces and environmental quality promotes healthier and more active lifestyles amongst all age groups within the local population.</p>
<p>AAP15: Great start in life</p> <p>AAP15 demonstrates positive impacts for all by providing accessible and affordable access to youth facilities. The aim of this policy is to support the freedom of children and young people to occupy and move around the public realm independently. This encourages greater community cohesion and supports children and young people's</p>	<p>AAP15: Great start in life</p> <p>AAP15 demonstrates positive health impacts for children and young people by improving school grounds and outdoor areas where they can play, exercise and engage with habitats and food growing. Locating places of education away from main roads helps to reduce the risk of developing respiratory illness or difficulties later in life.</p>

<p>independence improving their development, teaching and learning.</p>	
<p>AAP16: Child and youth provision</p> <p>AAP16 demonstrates positive impacts by ensuring all young people have access to social and physical infrastructure regardless of their background. This creates safe indoor and outdoor spaces in the public realm where children and young people can congregate and exercise, which promotes social cohesion within and between age groups.</p>	<p>AAP16: Child and youth provision</p> <p>AAP16 demonstrates positive health impacts by providing new and improved existing indoor and outdoor youth and sports facilities. This promotes a healthy and active lifestyle —attendant with which are mental and physical benefits— amongst young people.</p>
<p>Sub area and site allocations</p> <p>Each sub area will use innovative design and creative master planning to create a suitable mix of homes, work places and shops for each area. The capacity will be appropriate for the local area to ensure greater cohesion and the fostering of good relationships; this will have positive impacts for all.</p>	<p>Sub area and site allocations</p> <p>There are no specific identifiable impacts on health for Sub Areas.</p> <p>More generally, the proposed enhancements to —and delivery of new— green and open spaces within the sub areas will have positive health impacts for all.</p>
<p>Sub Area 1</p> <p>Sub Area 1 has positive impacts for all by encouraging the emerging office and creative sector to grow, through supporting business development and affordable workspace growth. In particular, this will have positive economic impacts for those of working age. More generally, this also presents positive socioeconomic impacts by attracting inward investment and new development to the OA, bringing new amenities that will complement the existing land uses, businesses and character. This will help foster good relationships for all.</p> <p>The provision of a major new park at the heart of this particular Sub Area, along with a number of smaller parks and a change in the character of Mandela Way to a more cyclist and pedestrian</p>	<p>Sub Area 1</p> <p>There are no specific identifiable impacts on health for Sub Area 1.</p> <p>More generally, the provision of the new parks along with the Healthy Streets initiative at Mandela Way will have positive impacts for all ages groups, not least children who will benefit from safer and healthier environments for play and recreation. This has positive mental and physical health effects.</p>

<p>friendly route, will mean people have more opportunities to spend time outdoors in social settings. This will have positive social impacts on all ages.</p> <p>The community facility at 231 Old Kent Road, which has now been operational for over five years, will have particular positive social impacts for young people.</p>	
<p>Sub Area 2</p> <p>In delivering a range of new community uses, and supporting the continued successful functioning of existing ones, Sub Area 2 demonstrates positive impacts for all. These facilities –which include LEX and the Mosque and Islamic Cultural Centre, as well as those required by site allocations OKR10 and OKR11– will offer education, leisure and social opportunities to the resident population. Creating community spaces for residents to meet, congregate and exercise in this way promotes community cohesion. This has positive impacts inter- and intra- all age groups.</p> <p>The proposed partial closure of Marlborough Grove (outside Phoenix Primary School) to vehicular traffic, which will create space for a park as well as more generous circulation and dwell/recreation space for people, will enhance accessibility for those who have a disability (as well as their carers and families). Similar effects will be achieved by the proposed pocket parks and the Surrey Canal Park. All of these interventions will foster greater engagement in social and community life.</p>	<p>Sub Area 2</p> <p>There are no specific identifiable positive or negative impacts on health for Sub Area 2.</p> <p>More generally, the investment in new parks and various street reconfigurations will make all residents feel more confident about (a) spending their recreation time in the public realm and (b) making journeys by active travel modes. This will have positive mental and physical health impacts.</p>
<p>Sub Area 3</p> <p>Sub Area 3 demonstrates positive impacts for all by delivering part of the greener belt, the new Linear Park and the Trim Trail. A lido may also be</p>	<p>Sub Area 3</p> <p>There are no specific identifiable positive or negative impacts on health for Sub Area 3.</p>

<p>delivered within site allocation OKR13. This delivers urban greening, green spaces and other recreational spaces where residents can exercise, rest and play. All of these spaces will be safe, attractive and designed to be fully accessible. These facilities will not only encourage a healthy active and lifestyle for all, but will also promote social and community cohesion.</p> <p>Positive economic impacts will be brought by, amongst other things, the High Street strategy and the sub area wide employment strategy, the latter being heavily characterised by co-location.</p> <p>ORK13 is the site allocation identified for a potential new school; however, this is very much a fall-back option, the preferred option (as set out in AAP16) being to expand existing schools as necessary to meet demand. After years on ongoing dialogue between the Council and local schools, the 'Great Start in Life' policy in its 2024 iteration seeks to avoid school place overprovision arising. Overprovision would result in under-admission, which could cause school closure and pupil displacement. This would be disruptive to family life and run counter to the community cohesion aspirations that run through the AAP as a whole. In this regard, Sub-Area 3 demonstrates positive impacts on the school-age population.</p>	<p>More generally, however, examples of how this sub area seeks to generate positive health impacts for different groups include the Trim Trail, the provision of a new leisure centre within OKR13, and the delivery of a health hub on the northern edge of the sub area off Verney Way.</p>
<p>Sub Area 4</p> <p>Sub Area 4 demonstrates positive socioeconomic impacts for all in seeking to bring forward a mix of uses alongside new green spaces, all made highly accessible through the delivery of a BLE station. This mix of uses co-locates leisure, employment and homes to improve accessibility for all. Particularly extensive engagement has been</p>	<p>Sub Area 4</p> <p>An example of how this Sub-Area seeks to generate positive health impacts for different groups includes the new high quality over-55s housing at the Tustin Estate.</p>

<p>undertaken by the Council with existing businesses in this sub area to ensure they can be re-accommodated as part of redevelopment wherever possible.</p>	
<p>Sub Area 5</p> <p>Sub Area 5 demonstrates positive socioeconomic impacts for all through the promotion of railway arches as a low line to improve walkability for all. This improves the pedestrian experience, making it a more attractive and safer mode of transit for all. A strong focus of the Sub-Area is business retention/relocation, to ensure that the potential negative impacts of the regeneration brought by the AAP are adequately mitigated; this has positive impacts in particular for the working age population.</p>	<p>Sub Area 5</p> <p>There are no specific identifiable positive or negative impacts on health for Sub Area 5.</p>
<p>Equality information on which above analysis is based</p>	<p>Health data on which above analysis is based</p>
<p>The above analysis is based on equality information and health data sets as set out in:</p> <ul style="list-style-type: none"> • Appendix 3 '<i>Baseline data – Facts and Figures</i>' to the Integrated Impact Assessment (IIA) that supports the draft Old Kent Road AAP 2024 Reg 19 Submission; and • Appendix 9 '<i>Baseline Indicators Table</i>' to the Integrated Impact Assessment (IIA) that supports the draft Old Kent Road AAP 2024 Reg 19 Submission. <p>Where references are made in the above analysis to any equality information and health data not contained in Appendix 3 and/or 9 of the IIA, these references are supported by citations (the footnotes to these citations can be found at the bottom of the applicable page).</p> <p>It is also based on the indicators set out in the Integrated Impact Assessment (IIA). These indicators broadly apply to the Old Kent Road AAP as a whole, and also apply more specifically to each policy. These indicators are listed below. The AAP policies that significantly interrelate/respond/engage with the indicators specifically in respect of the protected characteristic of age, are listed alongside each indicator:</p> <ul style="list-style-type: none"> • IIA01: AAP3, AAP4, AAP5, AAP6, AAP7 • IIA02: AAP15, AAP16 • IIA03: AAP8, AAP9 • IIA04: AAP12 • IIA05: AAP4, AAP9, AAP15, AAP16 	

- IIA06: AAP8, AAP12, AAP13, AAP14
- IIA07: AAP8, AAP13, AAP14
- IIA08: AAP12, AAP13, AAP14
- IIA09: AAP12, AAP14
- IIA010: AAP14
- IIA011: AAP10, AAP11, AAP12, AAP14
- IIA012: AAP10, AAP11, AAP12,
- IIA013: AAP9, AAP14
- IIA014: AAP14
- IIA015: AAP3, AAP4
- IIA016: AAP8, AAP13
- IIA017: AAP1, AAP2

Mitigating actions to be taken

Continuously monitoring and annually reviewing our Old Kent Road AAP policies and IIA indicators, in addition to the Authority Monitoring Report (AMR).

We will continue to monitor and review the Old Kent Road AAP to ensure that the likelihood of negative impacts arising is minimal.

DISABILITY

A person has a disability if s/he has a physical or mental impairment which has a substantial and long-term adverse effect on that person's ability to carry out normal day-to-day activities.

Societal and economic issues

Potential impacts (positive and negative) of proposed policy

Health issues

Potential impacts (positive and negative) of proposed policy

Vision

The Vision demonstrates positive impacts because it addresses the need for homes and jobs in the Old Kent Road OA, ensuring that this socioeconomic growth is supported by major sustainable transport infrastructure in the form of the Bakerloop Bus and other travel enhancements (for Phase 1) and the BLE (Phase 2).

Furthermore, the Connecting Communities strand of the Vision

Vision

Three key components of the Vision are:

- delivering the Greener Belt;
- delivering the Bakerloo Line Extension; and
- revitalising and diversifying the Old Kent Road into a thriving Healthy High Street;

all of which seek to promote sustainable transport behaviours amongst all groups within the local population. This will have direct positive health impacts.

<p>recognises the need for more innovative approaches to supporting the positive growth of communities, in particular the hand-in-hand social and economic benefits that co-location can bring to all sections of the population. Other forms of co-location particularly relevant to those with a disability include co-locating nurseries and older person's accommodation to help reduce social isolation amongst the elderly.</p>	<p>The Greener Belt vision, in linking together the area's green spaces and creating new cycle- and pedestrian-friendly links across the OA, will provide opportunities for disabled people to make sustainable journeys more easily and comfortably, which has positive physical and mental health impacts.</p> <p>The Vision also recognises how high quality and community-oriented design, as well as the co-location of certain uses, can provide wider societal benefits for mental health and wellbeing, especially for the most vulnerable and those demographic groups that experience higher levels of social isolation.</p> <p>More generally, the Vision demonstrates positive health impacts because it recognises the importance of the built environment and the impact that it has, when well-designed and welcoming, on mental wellbeing.</p>
<p>Strategy</p> <p>Rates of unemployment and poverty are higher amongst disabled people while rates of private home ownership are lower. Thus, the strategy of providing at least 5,000 social rented homes in the period to 2042, of which a proportion will be wheelchair user homes, will have positive impacts for this particular demographic.</p> <p>Town centres are particularly important for disabled people in terms of local participation and social integration³. The Strategy, in seeking to creating two revitalised district town centres along the course of the Old Kent Road high street, will mean all disabled residents of the OA are within a short journey time</p>	<p>Strategy</p> <p>The Old Kent Road AAP --through its policies and interventions, such as encouraging car free development and the promotion of walking and cycling-- promotes a greater sense of security, comfort and confidence when using the public realm. This improves mental wellbeing for all.</p> <p>In seeking to deliver 20,000 high-quality new homes and a range of new and enhanced parks and open spaces, the Strategy gives focus to space and 'head room', allowing residents to think, rest and enjoy their leisure time. This will improve mental health and wellbeing for those with a disability living in the Old Kent Road OA.</p>

³ 'Mayor of London's High Street Adaptive Strategies', accessible from: https://www.london.gov.uk/sites/default/files/ggbd_high_streets_adaptive_strategies_web_compressed_0.pdf

<p>of a local shopping, leisure and recreational hub. This will have positive social impacts.</p>	<p>The 20,000 new homes, 10,000 new jobs and other major infrastructure that the Strategy seeks to deliver will produce carbon emissions and generate environmental conditions (noise, dust etc.) that could present negative health impacts for people with disabilities and other pre-existing medical conditions. However, when the full range of mitigation secured across the various policies (examples being construction environmental management plans, emission minimisation through sustainable design, delivering biodiversity net gain, and achieving air quality neutrality) is taken account of, there would be an overall positive impact.</p>
<p>AAP1: The Masterplan</p> <p>AAP1 demonstrates positive impacts because it creates a masterplan with the capacity to meet identified need for housing, employment, infrastructure, services and community uses.</p> <p>AAP1 gives focus to the co-location approach and the revitalisation of the high street to provide two town centre hubs (the latter seeking to cluster services, shopping and leisure/recreation outlets). Both of these masterplan elements are particularly important for the disabled, who are more likely to encounter difficulty accessing services in person compared with non-disabled people, with travel (both in terms of time and ease) being a contributing factor⁴.</p>	<p>AAP1: The Masterplan</p> <p>The Greener Belt strategy --which seeks to provide a network of enhanced and new outdoor spaces and routes across the OA that are well-designed and accessible-- will enable those who use a wheelchair or are less ambulant due to disability to move around as freely and easily as cyclists and those on foot. It will also bring those with disabilities into greater contact with nature, which has proven mental health benefits⁵.</p>
<p>AAP2: Bakerloo Line Upgrade and Extension</p>	<p>AAP2: Bakerloo Line Upgrade and Extension</p>

⁴ 'Disabled people's access to products and services, Great Britain: February to March 2022', accessible from:

<https://www.ons.gov.uk/peoplepopulationandcommunity/healthandsocialcare/disability/articles/disabledpeoplesaccesstoproductsandservicesgreatbritain/februarytomarch2022#main-points>

⁵ 'Nature: How connecting with nature benefits our mental health', accessible from:

<https://www.mentalhealth.org.uk/sites/default/files/2022-06/MHAW21-Nature-research-report.pdf>

<p>AAP2 demonstrates positive impacts by supporting larger scale development throughout its lifetime with social and physical infrastructure.</p> <p>Phase 1 will improve public transport accessibility for all and upgrade existing infrastructure such as buses, cycle paths, schools and health and leisure facilities for all. Phase 2 will deliver a major new piece of modern public transport infrastructure, fully accessible to all irrespective of physical or mental impairment, which will provide reduced travel times into central London and beyond. This ensures equality of access to opportunity, amenities and services, and will expand socioeconomic opportunities for all.</p> <p>The pre-BLE public transport intervention of the 'Bakerloop Bus' will improve public transport accessibility for all, including those with a disability. This is particularly important in the Old Kent Road OA, as it suffers from some of the lowest Public Transport Accessibility Level ratings in the borough.</p>	<p>The provision of step-free tube stations, platforms and rolling stock as part of the BLE will make taking public transport a more comfortable and dignified experience for disabled people. The 'Bakerloop Bus' will also be disabled friendly. In seeking to provide modern and inclusive public transport infrastructure, AAP2 has positive mental health impacts for this particular protected group.</p>
<p>AAP3: Homes for all</p> <p>Overarching policies regarding housing for those with disabilities in the Southwark Plan 2022 apply.</p> <p>AAP3 demonstrates positive impacts by reiterating the Southwark Plan policy to build 10% of new homes as accessible and adaptable homes for wheelchair users and homes for people with physical and mental health needs. This improves the provision/availability of specialist housing for those with a disability. This is particularly relevant to the Old Kent Road OA, where of all seven indices of deprivation, the 2019 IMD found "quality of living environment" to be the poorest performing metric in this location.</p>	<p>AAP3: Homes for all</p> <p>AAP3, by ensuring specific provision is made for those with disability, contributes to a greater sense of security and independence in the home, which has positive benefits for mental wellbeing. The policy (and the corresponding Southwark Plan policy) requires homes to be distributed amongst non-wheelchair dwellings within new developments, in part to encourage resident interaction. This helps foster community and reduce sense of isolation. This is particularly important with regards to those who have a disability, for whom levels of</p>

<p>More generally, AAP3 seeks to deliver positive social impacts for disabled people by ensuring new homes provide high quality living environment through things like:</p> <ul style="list-style-type: none"> • generous room sizes (for ease of movement); • appropriate fit-out specifications (for the practicality of day-to-day life); and • pleasant spatial qualities such as high ceilings, good levels of acoustic insulation and large windows (all of which can aid mental health). 	<p>chronic loneliness are higher than the rest of the population⁶.</p>
<p>AAP4: Student homes</p> <p>AAP4 demonstrates positive impacts by requiring new PBSA developments to provide at least 5% of the homes as wheelchair accessible and adaptable. Furthermore, in encouraging PBSA developments to provide communal and community-facing facilities, the policy promotes good relations between disabled people and the wider community.</p>	<p>AAP4: Student homes</p> <p>In placing emphasis on high quality design, AAP4 seeks to ensure PBSA provides comfortable, practical, restful and uplifting living environments for all. Additionally, the policy promotes where possible the provision of outdoor amenity space for PBSA occupiers. All of these measures help support mental wellbeing and physical activity amongst disabled students.</p>
<p>AAP5: Businesses and workspace - The Bow Tie</p> <p>AAP seeks to deliver 10,000 new jobs across the OA, bringing greater employment opportunities for local adults, including those with a disability. This would be a positive economic impact on this demographic group.</p>	<p>AAP5: Businesses and workspace - The Bow Tie</p> <p>There are no specific identifiable positive or negative impacts on health arising from AAP5 for disabled people.</p>
<p>AAP6: Life sciences</p> <p>AAP6 may have positive impacts for disabled people by bringing new life sciences businesses to the area,</p>	<p>AAP6: Life sciences</p> <p>There are no specific identifiable positive or negative impacts on health arising from AAP6 for disabled people.</p>

⁶ 'Fear of mental health crisis as loneliness rises dramatically amongst disabled people', accessible from <https://www.sense.org.uk/media/latest-press-releases/loneliness-rises-dramatically-among-disabled-people/>; 'Outcomes for disabled people in the UK: 2021', accessible from: <https://www.ons.gov.uk/peoplepopulationandcommunity/healthandsocialcare/disability/articles/outcomesfordisabledpeopleintheuk/2021>

expanding and diversifying the local jobs market.	
<p>AAP7: Town centres, leisure and entertainment</p> <p>AAP7 demonstrates positive impacts for all because it aims to transform the high street into a new destination which connects neighbourhoods on both sides of the Old Kent Road high street. These improvements in connectivity will enhance legibility and, along with the intention to deliver more seating within the town centre, will make the Old Kent Road area more sociable and easier to navigate. This will bring positive social benefits.</p>	<p>AAP7: Town centres, leisure and entertainment</p> <p>In seeking to deliver an accessible town centre with a range of services and facilities, AAP7 will help local residents avoid loneliness and isolation, levels of which are higher amongst the disabled than the non-disabled. It will, therefore, have positive mental health benefits.</p>
<p>AAP8: Movement - People, Place and Experience</p> <p>With regard to disability, AAP8 demonstrates positive impacts by requiring new development to deliver blue badge parking for residents and visitors. This ensures greater accessibility and mobility for those who are wheelchair users as well as their carers and families.</p> <p>The policy, in seeking to enhance public transport availability and accessibility through initiatives such as the Bakerloop Bus and the BLE, as well as improving public realm more generally, would help close the transport accessibility gap. Research has found that this brings fiscal benefit by helping to move disabled people off benefits and into work, which is particularly important in the Old Kent Road where unemployment levels are higher than the borough average⁷.</p>	<p>AAP8: Movement - People, Place and Experience</p> <p>One of the key components of AAP8 is promoting a change in travel habits to more active modes of transport. It seeks to do this by, amongst other things, promoting a shift to electric vehicles, delivering more attractive options for cycling and walking, and implementing a CPZ across the entire OA. The policy also seeks to reduce and consolidate commercial deliveries. In these ways, AAP8 will promote healthier lifestyles and (by reducing combustion) tackle air and noise pollution</p> <p>All of the above will be especially advantageous for disabled people for whom health outcomes are poorer and the risk of developing health conditions (such as depression, asthma and other respiratory illness, diabetes, stroke or obesity) is twice as high as non-disabled people⁸.</p>

⁷ 'The Transport Accessibility Gap', accessible from https://www.motabilityfoundation.org.uk/media/iwaidhvk/motability_transport-accessibility-gap-report_march-2022_final.pdf

⁸ 'World Health Organisation – Disability statistics', accessible from <https://www.who.int/news-room/fact-sheets/detail/disability-and-health>

<p>The focus AAP9 gives to creating new and improved connections that better link the high street with existing and proposed residential communities will help reduce some of the barriers to social interaction faced by disabled people.</p>	
<p>AAP9: The Greener Belt - Parks and healthy streets</p> <p>AAP9 demonstrates positive impacts by prioritising the wellbeing of existing and future residents. By creating a network of green and open spaces, the policy increases accessibility to open space for all to ensure equality of access and opportunity.</p>	<p>AAP9: The Greener Belt - Parks and healthy streets</p> <p>AAP9 delivers positive health benefits for all because it creates green spaces for safe and accessible exercise and leisure for all. This promotes greater physical and mental health and wellbeing for all groups, including the disabled.</p>
<p>AAP10: Tall buildings strategy: The Stations and the Crossings</p> <p>AAP10 illustrates positive impacts for all by creating a strategy to ensure tall buildings are built in the right places to benefit everyone. It also ensures that the tall buildings deliver considerable public benefits.</p>	<p>AAP10: Tall buildings strategy: The Stations and the Crossings</p> <p>There are no specific identifiable positive or negative impacts on health arising from AAP10.</p>
<p>AAP11: Character and heritage</p> <p>AAP11 illustrates positive impacts for all by preserving and enhancing listed buildings, conservation areas and their settings and locally important historic buildings. This ensures a strong sense of place and identity for all.</p>	<p>AAP11: Character and heritage</p> <p>There are no specific identifiable positive or negative impacts on health arising from AAP11.</p>
<p>AAP12: Design</p> <p>AAP12 demonstrates positive impacts for all by requiring good design to maintain the character of the Old Kent Road OA but also contribute to a more vibrant, attractive and healthy townscape. The policy sets out that development must provide accessible and inclusive design for people with disabilities, with thought given to wayfinding and hazard reduction (tactile</p>	<p>AAP12: Design</p> <p>There are no specific identifiable positive or negative impacts on health arising from AAP12.</p> <p>More generally, the policy's focus on creating walkable and permeable neighbourhoods will encourage greater rates of non-vehicular travel, helping all to lead healthier lifestyles.</p>

<p>paving, detectable kerbs, clutter-free pavements). Using the latest technology and materials to achieve these goals is promoted. This ensures greater accessibility for all. The focus the policy gives to increased permeability and enhanced frontages will produce less hostile and more appealing places with a greater sense of safety, which will be socially beneficial for those with a disability.</p>	
<p>AAP13: Climate emergency</p> <p>AAP13 demonstrates positive impacts for all by ensuring new development reduces carbon emissions by holistically thinking about design, construction, building operation, whole life cycle and transport. This has secondary impacts by:</p> <ul style="list-style-type: none"> • improving air quality; • creating more efficient and less energy-consumptive buildings (attendant with which may be a reduction in residents' bills); and • reducing global warming. <p>All of the aforementioned have beneficial impacts for all local residents, including those with disabilities for whom rates of poverty and poorer health outcomes are higher than the non-disabled.</p>	<p>AAP13: Climate emergency</p> <p>There are no specific identifiable positive or negative impacts on health arising from AAP13.</p> <p>There are more general health benefits surrounding air quality and the promotion of active travel, all of which contributes to health and wellbeing.</p>
<p>AAP14: Water management, air and noise quality</p> <p>AAP14 illustrates positive impacts for all by ensuring development has met high environmental standards and promotes more active, public and sustainable travel modes to reduce pollution. Those with a disability are more susceptible to the effects of poor air quality and environments that are unsafe and/or not fully accessible. This policy aims to improve these conditions to ensure a cleaner, greener, safer environment for all.</p>	<p>AAP14: Water management, air and noise quality</p> <p>AAP14 illustrates positive health benefits for all because it works to improve air quality and create high quality green and open spaces, while also reducing the risk of flooding.</p> <p>The policy also requires co-location to be carefully considered so that neighbourhoods are liveable places where residents can walk or cycle to workplaces, daycare and educational institutions easily and safely.</p>

	<p>Furthermore, it reinforces high standards of residential design to ensure that homes, including homes co-located with industry, provide environmentally comfortable living conditions (i.e. minimal odour, dust, vibration and acoustic disturbance), which is critical to physical and mental wellbeing.</p> <p>Having improved open spaces and environmental quality promotes healthier and more active lifestyles amongst all groups within the local population, including the disabled.</p>
<p>AAP15: Great start in life</p> <p>AAP15 illustrates positive impacts for all because it provides learning and education facilities for the young, for the mature, and for continuous adult learning. This ensures equality of opportunity for all, by improving access to education. This then ensures a higher skilled workforce and boosts employability, while also reducing unemployment and providing new opportunities for all.</p>	<p>AAP15: Great start in life</p> <p>AAP15 demonstrates positive health impacts for children and young people, including those with disabilities, by improving school grounds and outdoor areas where they can play, exercise and engage with habitats and food growing. Locating places of education away from main roads helps to reduce the risk of developing respiratory illness or difficulties later in life.</p>
<p>AAP16: Child and youth provision</p> <p>AAP16 demonstrates positive impacts for all by ensuring all young people have access to social and physical infrastructure regardless of their background and irrespective of any disability. This creates safe indoor and outdoor spaces in the public realm, for children and young people to congregate and exercise for all, which promotes social cohesion. It also supports young people's independence improving their development, teaching and learning.</p> <p>The policy also places emphasis on these facilities being distributed across neighbourhoods, rather than consolidated in a single location. This</p>	<p>AAP16: Child and youth provision</p> <p>AAP16 demonstrates positive health impacts by providing new and improved existing indoor and outdoor youth and sports facilities. This promotes a healthy and active lifestyle —attendant with which are mental and physical benefits— irrespective of any disability.</p>

<p>makes accessing such facilities easier for those who are less mobile. It also encourages greater community cohesion, which has positive social impacts.</p>	
<p>Sub area and site allocations</p> <p>Each sub area will use innovative design and creative master planning to create a suitable mix of homes, work places and shops for each area. The capacity will be appropriate for the local area to ensure greater cohesion and the fostering of good relationships; this will have positive impacts for all.</p>	<p>Sub area and site allocations</p> <p>There are no specific identifiable impacts on health for Sub Areas.</p> <p>More generally, the proposed enhancements to –and delivery of new– green and open spaces within the sub areas will have positive health impacts for all.</p>
<p>Sub Area 1</p> <p>Sub Area 1 has positive impacts for all by encouraging the emerging office and creative sector to grow, through supporting business development and affordable workspace growth. More generally, this also presents positive socioeconomic impacts by attracting inward investment and new development to the OA, bringing new amenities that will complement the existing land uses, businesses and character. This will help foster good relationships for all.</p>	<p>Sub Area 1</p> <p>There are no specific identifiable positive or negative impacts on health for Sub Area 1.</p> <p>More generally, the investment in new parks and various street reconfigurations will make people of all ages, but in particular those with disabilities, feel more confident about (a) spending their recreation time in the public realm and (b) making journeys by active travel modes. This will have positive mental and physical health impacts.</p>
<p>Sub Area 2</p> <p>Sub Area 2 demonstrates positive impacts through the delivery of new uses accessible for all that provide opportunities for education (e.g. those required by site allocation OKR10) and leisure (e.g. LEX, and those within site allocation OKR11). These facilities will promote community cohesion by creating community spaces for residents to meet, congregate and exercise. This has positive impacts for all by creating accessible community spaces.</p>	<p>Sub Area 2</p> <p>There are no specific identifiable positive or negative impacts on health for Sub Area 2.</p> <p>More generally, the investment in new parks and various street reconfigurations (all of which will be designed to be fully accessible) will make disabled people feel more confident about (a) spending their recreation time in the public realm and (b) making journeys by active travel modes. This will have positive mental and physical health impacts.</p>

<p>The proposed partial closure of Marlborough Grove to vehicular traffic, which will create space for a park as well as more generous circulation and dwell/recreation space for people, will enhance accessibility for those who have a disability (as well as their carers and families). Similar effects will be achieved by the proposed pocket parks and the Surrey Canal Park. All of these interventions will foster greater engagement amongst disabled people in social and community life.</p>	
<p>Sub Area 3</p> <p>Sub Area 3 demonstrates positive impacts for all by delivering part of the greener belt, the new Linear Park and the Trim Trail. A lido may also be delivered within site allocation OKR13. This delivers urban greening, green spaces and other recreational spaces where residents can exercise, rest and play. All of these spaces will be safe, attractive and designed to be fully accessible. These facilities will not only encourage a healthy active and lifestyle for all, but will also promote social and community cohesion.</p> <p>Positive economic impacts will be brought by, amongst other things, the High Street strategy and the sub area wide employment strategy, the latter being heavily characterised by co-location.</p>	<p>Sub Area 3</p> <p>There are no specific identifiable positive or negative impacts on health for Sub Area 3.</p> <p>More generally, however, examples of how this sub area seeks to generate positive health impacts for different groups include the Trim Trail, the provision of a new leisure centre within OKR13, and the delivery of a health hub on the northern edge of the sub area off Verney Way.</p>
<p>Sub Area 4</p> <p>Sub Area 4 demonstrates positive socioeconomic impacts for all in seeking to bring forward a mix of uses alongside new green spaces, all made highly accessible through the delivery of a BLE station. This mix of uses co-locates leisure, employment and homes to improve accessibility for all. Particularly extensive engagement has been undertaken by the Council with existing</p>	<p>Sub Area 4</p> <p>There are no specific identifiable positive or negative impacts on health for Sub Area 4.</p> <p>More generally, the investment in new parks and various street reconfigurations (all of which will be designed to be fully accessible) will make disabled people feel more confident about (a) spending their</p>

<p>businesses in this sub area to ensure they can be re-accommodated as part of redevelopment wherever possible.</p>	<p>recreation time in the public realm and (b) making journeys by active travel modes. This will have positive mental and physical health impacts.</p>
<p>Sub Area 5</p> <p>Sub Area 5 demonstrates positive socioeconomic impacts for all through the promotion of railway arches as a low line to improve walkability for all. This improves the pedestrian experience, making it a more attractive and safer mode of transit for all. A strong focus of the Sub-Area is business retention/relocation, to ensure that the potential negative impacts of the regeneration brought by the AAP are adequately mitigated.</p>	<p>Sub Area 5</p> <p>There are no specific identifiable positive or negative impacts on health for Sub Area 5.</p> <p>More generally, the focus on enhancing permeability and linking into the Low Line (all of which will be designed to be fully accessible) will make disabled people feel more confident about (a) spending their recreation time in the public realm and (b) making journeys by active travel modes. This will have positive mental and physical health impacts.</p>
<p>Equality information on which above analysis is based</p>	<p>Health data on which above analysis is based</p>
<p>The above analysis is based on equality information and health data sets as set out in:</p> <ul style="list-style-type: none"> • Appendix 3 '<i>Baseline data – Facts and Figures</i>' to the Integrated Impact Assessment (IIA) that supports the draft Old Kent Road AAP 2024 Reg 19 Submission; and • Appendix 9 '<i>Baseline Indicators Table</i>' to the Integrated Impact Assessment (IIA) that supports the draft Old Kent Road AAP 2024 Reg 19 Submission. <p>Where references are made in the above analysis to any statistical information not contained in Appendix 3 and/or 9 of the IIA, these references are supported by citations (the footnotes to these citations can be found at the bottom of the applicable page).</p> <p>It is also based on the indicators set out in the Integrated Impact Assessment (IIA). These indicators broadly apply to the Old Kent Road AAP as a whole, and also apply more specifically to each policy. These indicators are listed below. The AAP policies that significantly interrelate/respond/engage with the indicators specifically in respect of the protected characteristic of disability, are listed alongside each indicator:</p> <ul style="list-style-type: none"> • IIA01: AAP3, AAP4, AAP5, AAP6, AAP7 • IIA02: AAP15, AAP16 • IIA03: AAP8, AAP9 • IIA04: AAP12 • IIA05: AAP4, AAP9, AAP15, AAP16 	

- IIA06: AAP8, AAP12, AAP13, AAP14
- IIA07: AAP8, AAP13, AAP14
- IIA08: AAP12, AAP13, AAP14
- IIA09: AAP12, AAP14
- IIA010: AAP14
- IIA011: AAP10, AAP11, AAP12, AAP14
- IIA012: AAP10, AAP11, AAP12,
- IIA013: AAP9, AAP14
- IIA014: AAP14
- IIA015: AAP3, AAP4
- IIA016: AAP8, AAP13
- IIA017: AAP1, AAP2

Mitigating actions to be taken

Continuously monitoring and annually reviewing our Old Kent Road AAP policies and IIA indicators, in addition to the Authority Monitoring Report (AMR).

We will continue to monitor and review the Old Kent Road AAP to ensure that the likelihood of negative impacts arising is minimal.

GENDER REASSIGNMENT

The process of transitioning from one gender to another.

Societal and economic issues

Potential impacts (positive and negative) of proposed policy

Vision

The Vision demonstrates positive impacts because it addresses the need for homes and jobs in the Old Kent Road OA, ensuring that this socioeconomic growth is supported by major sustainable transport infrastructure in the form of the Bakerloop Bus and other travel enhancements (for Phase 1) and the BLE (Phase 2).

Furthermore, the Connecting Communities strand of the Vision recognises the need for more innovative approaches to supporting the positive

Health issues

Potential impacts (positive and negative) of proposed policy

Vision

The Vision, in seeking seek to promote sustainable transport behaviours amongst all groups within the local population, demonstrates positive health impacts

It also recognises how high quality and community-oriented design, as well as the co-location of certain uses, can provide wider societal benefits for mental health and wellbeing, especially for the most vulnerable and those

<p>growth of communities, in particular the hand-in-hand social and economic benefits that co-location can bring to all sections of the population.</p>	<p>demographic groups that experience higher levels of social isolation⁹.</p> <p>The delivery of the Greener Belt, which is one of the key strands of the Vision, demonstrates positive health impacts by making open spaces more attractive and easily accessible to all.</p> <p>More generally, the Vision demonstrates positive health impacts because it recognises the importance of the built environment and the impact that it has, when well-designed and welcoming, on mental wellbeing.</p>
<p>Strategy</p> <p>The Strategy demonstrates positive social impacts by aiming to shield people from negative experiences such as feeling unsafe. One example is by creating multifunctional neighbourhoods featuring amongst other things youth facilities, shops, services and leisure opportunities; these places will help to promote feelings of security for all.</p>	<p>Strategy</p> <p>The Old Kent Road AAP --through its policies and interventions, such as encouraging car free development and the promotion of walking and cycling-- fosters a greater sense of security, comfort and confidence when using the public realm. This improves mental wellbeing for all.</p> <p>In seeking to deliver 20,000 high-quality new homes and a range of new and enhanced parks and open spaces, the Strategy gives focus to space and 'head room', allowing residents to think, rest and enjoy their leisure time. This will improve mental health and wellbeing for all, regardless of gender identity.</p>
<p>AAP1: The Masterplan</p> <p>AAP1 demonstrates positive impacts because it creates a masterplan with the capacity to meet identified need for housing, employment, infrastructure and community uses. This ensures greater access to housing and local services for all.</p>	<p>AAP1: The Masterplan</p> <p>AAP1 demonstrates positive health impacts because it will ensure health services, open spaces and new and improved sustainable transport links will be delivered in tandem with the new housing and employment. This new infrastructure will bring positive health benefits, as well as an improvement in the environmental quality across the OA</p>

⁹ 'Loneliness and Social Isolation among Transgender and Gender Diverse People', accessible from <https://www.ncbi.nlm.nih.gov/pmc/articles/PMC10217806/>

	more generally, which will impact positively on all.
<p>AAP2: Bakerloo Line Upgrade and Extension</p> <p>AAP2 demonstrates positive impacts by supporting larger scale development throughout its lifetime with social and physical infrastructure. Phase 1 will improve public transport accessibility for all and upgrade existing infrastructure such as buses, cycle paths, schools and health and leisure facilities for all. Phase 2 will deliver a major new piece of modern public transport infrastructure fully accessible to all, which will provide reduced travel times into central London and beyond. This ensures equality of access to opportunity, amenities and services, and will expand socioeconomic opportunities for all.</p>	<p>AAP2: Bakerloo Line Upgrade and Extension</p> <p>There are no specific identifiable positive or negative impacts on health arising from AAP2.</p>
<p>AAP3: Homes for all</p> <p>AAP3 demonstrates positive impacts for all because it ensures that high quality housing standards will be maintained for all. This means residents can take pride in and feel responsible for their own homes.</p>	<p>AAP3: Homes for all</p> <p>AAP3 makes this provision to contribute to a greater sense of security in the home, which has positive benefits for mental wellbeing, and improves quality of life¹⁰.</p>
<p>AAP4: Student homes</p> <p>In encouraging PBSA developments to provide communal and community-facing facilities, AAP4 promotes good relations between those undergoing gender reassignment and the wider community. This has positive social impacts.</p>	<p>AAP4: Student homes</p> <p>There are no specific identifiable positive or negative impacts on health arising from AAP4.</p>
<p>AAP5: Businesses and workspace - The Bow Tie</p> <p>AAP seeks to deliver 10,000 new jobs across the OA, bringing greater</p>	<p>AAP5: Businesses and workspace - The Bow Tie</p>

¹⁰ 'Loneliness and Social Isolation among Transgender and Gender Diverse People', accessible from: <https://www.mdpi.com/2227-9032/11/10/1517>

<p>employment opportunities for local adults, including those undergoing gender reassignment. This would be a positive economic impact on this demographic group.</p>	<p>There are no specific identifiable positive or negative impacts on health arising from AAP5.</p>
<p>AAP6: Life sciences</p> <p>AAP6 may have positive impacts for those undergoing gender reassignment by bringing new life sciences business to the area, expanding and diversifying the local jobs market.</p>	<p>AAP6: Life sciences</p> <p>There are no specific identifiable positive or negative impacts on health arising from AAP6 for people undergoing gender reassignment.</p>
<p>AAP7: Town centres, leisure and entertainment</p> <p>AAP6 demonstrates positive impacts for all because it aims to create activity throughout the Old Kent Road OA in both the north and south town centres. This will improve the experience of pedestrians and create a vibrant and lively town centre, with expanded social opportunities for all.</p>	<p>AAP7: Town centres, leisure and entertainment</p> <p>In seeking to deliver an accessible town centre with a range of services and facilities, AAP7 will help local residents avoid loneliness and isolation, levels of which are higher amongst those undergoing gender reassignment. It will, therefore, have positive mental health benefits.</p>
<p>AAP8: Movement - People, Place and Experience</p> <p>AAP8 demonstrates positive impacts for all because it aims to make active and public modes of travel more accessible, both physically/practicably and in terms of proximity to public transport modes. Financial contributions will be sought from applicants where appropriate to improve access to public transport (examples of such investment being improved bus services and new/expanded cycle hire stations). This improves accessibility and mobility for all, which potentially impacts positively in terms of socioeconomic participation and opportunities.</p>	<p>AAP8: Movement - People, Place and Experience</p> <p>AAP8 demonstrates positive impacts for health because it encourages a change in travel habits to more active modes of travel which will encourage healthier lifestyles for all. Furthermore, vehicle reduction will improve air quality as there is less combustion, which is reduce the risk of respiratory related illness, especially in those who are more vulnerable.</p>
<p>AAP9: The Greener Belt - Parks and healthy streets</p> <p>AAP9 delivers a new network of green links and streets across the Old Kent</p>	<p>AAP9: The Greener Belt - Parks and healthy streets</p> <p>There are no specific health impacts arising from AAP9. However, more</p>

<p>Road OA, improving the ease and comfort with which pedestrians and cyclists can move through the area. By creating a network of green and open spaces, some of which are enhanced and some of which are entirely new, the policy increases accessibility to open space for all to ensure equality of access and opportunity.</p>	<p>generally, AAP9 delivers positive health benefits by creating green spaces for safe and accessible exercise and leisure for all. This promotes greater physical and mental health and wellbeing.</p>
<p>AAP10: Tall buildings strategy - The Stations and the Crossings</p> <p>AAP10 illustrates positive impacts for all by creating a strategy to ensure tall buildings are built in the right places to benefit everyone. It also ensures that the tall buildings deliver considerable public benefits.</p>	<p>AAP10: Tall buildings strategy - The Stations and the Crossings</p> <p>There are no specific identifiable positive or negative impacts on health arising from AAP10.</p>
<p>AAP11: Character and heritage</p> <p>AAP11 illustrates positive impacts for all by preserving and enhancing listed buildings, conservation areas and their settings and locally important historic buildings. This ensures a strong sense of place and identity for all.</p>	<p>AAP11: Character and heritage</p> <p>There are no specific identifiable positive or negative impacts on health arising from AAP11.</p>
<p>AAP12: Design</p> <p>AAP12 demonstrates positive impacts for all by requiring good design to maintain the character of the Old Kent Road OA but also contribute to a more vibrant, attractive and healthy townscape. The policy sets out that development must provide accessible and inclusive design for all.</p> <p>The policy also aims to create places that are less hostile and more appealing with a greater sense of safety, which will be socially beneficial for all, including those undergoing gender reassignment.</p>	<p>AAP12: Design</p> <p>There are no specific identifiable positive or negative impacts on health arising from AAP12.</p> <p>More generally, the policy's focus on creating walkable and permeable neighbourhoods will encourage greater rates of non-vehicular travel, helping all to lead healthier lifestyles.</p>
<p>AAP13: Climate Emergency</p> <p>AAP13 demonstrates positive impacts for all by ensuring new development</p>	<p>AAP13: Climate Emergency</p>

<p>responds to the climate emergency through reducing carbon across matters of design, construction, building operation, whole life cycle and transport. This has secondary impacts by:</p> <ul style="list-style-type: none"> • improving air quality; • creating more efficient and less energy-consumptive buildings (attendant with which may be a reduction in residents' bills); and • reducing global warming. <p>All of the aforementioned have beneficial impacts for all, including those undergoing gender reassignment.</p>	<p>There are no specific identifiable positive or negative impacts on health arising from AAP13.</p> <p>There are more general health benefits surrounding air quality and the promotion of active travel, all of which contributes to health and wellbeing.</p>
<p>AAP14: Water management, air and noise quality</p> <p>AAP14 demonstrates positive impacts for all because it sets out an ambitious environmental strategy to create opportunities for using environmental technology to create a place with environmental excellence.</p>	<p>AAP14: Water management, air and noise quality</p> <p>AAP14 illustrates positive health benefits for all because it works to improve air quality and create high quality green and open spaces, while also reducing the risk of flooding.</p> <p>The policy also requires co-location to be carefully considered so that neighbourhoods are liveable places where residents can walk or cycle to workplaces, daycare and educational institutions easily and safely. Furthermore, it reinforces high standards of residential design to ensure that homes, including homes colocated with industry, provide environmentally comfortable living conditions (i.e. minimal odour, dust, vibration and acoustic disturbance), which is critical to physical and mental wellbeing.</p> <p>Having improved open spaces and environmental quality promotes healthier and more active lifestyles amongst all groups within the local population, including those undergoing gender reassignment.</p>
<p>AAP15: Great start in life</p>	<p>AAP15: Great start in life</p>

<p>AAP15 illustrates positive impacts for all because it provides learning and education facilities for the young, for the mature, and for continuous adult learning. This ensures equality of opportunity for all, by improving access to education. This then ensures a higher skilled workforce and boosts employability, while also reducing unemployment and providing new opportunities for all.</p>	<p>AAP15 demonstrates positive health impacts for children and young people by improving air pollution both internally (e.g. through building design) and externally (e.g. through maximising distance to roads) to reduce the risk of developing respiratory illness or difficulties later in life. It also encourages greater contact with nature, which has proven mental health benefits.</p>
<p>AAP16: Child and youth provision</p> <p>AAP16 demonstrates positive impacts for all by ensuring all young people have access to social and physical infrastructure regardless of their background. This creates safe indoor and outdoor spaces in the public realm, for children and young people to congregate and exercise for all, which promotes social cohesion. It also supports young people's independence improving their development, teaching and learning.</p> <p>The policy also places emphasis on these facilities being distributed across neighbourhoods, rather than consolidated in a single location. This encourages greater community cohesion, which has positive social impacts.</p>	<p>AAP16: Child and youth provision</p> <p>AAP16 demonstrates positive health impacts by providing new and improved existing indoor and outdoor youth and sports facilities. This promotes a healthy and active lifestyle —attendant with which are mental and physical benefits— irrespective of gender identity.</p>
<p>Sub area and site allocations</p> <p>Each sub area will use innovative design and creative master planning to create a suitable mix of homes, work places and shops for each area. The capacity will be appropriate for the local area to ensure greater cohesion and the fostering of good relationships; this will have a positive impact for all.</p>	<p>Sub area and site allocations</p> <p>There are no specific identifiable impacts on health for Sub Areas.</p> <p>More generally, the proposed enhancements to —and delivery of new— green and open spaces within the sub areas will have positive health impacts for all.</p>
<p>Sub Area 1</p>	<p>Sub Area 1</p>

<p>Sub Area 1 has positive impacts for all by encouraging the emerging office and creative sector to grow, through supporting business development and affordable workspace growth. More generally, this also presents positive socioeconomic impacts by attracting inward investment and new development to the OA, bringing new amenities that will complement the existing land uses, businesses and character. This will help foster good relationships for all.</p> <p>The provision of a major new park at the heart of this particular Sub Area, along with a number of smaller parks and a change in the character of Mandela Way to a more cyclist and pedestrian friendly route, will mean people have more opportunities to spend time outdoors in social settings. This will have positive social impacts for all.</p>	<p>There are no specific identifiable positive or negative impacts on health for Sub Area 1.</p> <p>More generally, the provision of the new parks along with the Healthy Streets initiative at Mandela Way will have positive impacts for all, who will benefit from safer and healthier environments for recreation. This has positive mental and physical health effects.</p>
<p>Sub Area 2</p> <p>In delivering a range of new community uses, and supporting the continued successful functioning of existing ones, Sub Area 2 demonstrates positive impacts for all. These facilities –which include LEX and the Mosque and Islamic Cultural Centre, as well as those required by site allocations OKR10 and OKR11– will offer education, leisure and social opportunities to the resident population. Creating community spaces for residents to meet, congregate and exercise in this way promotes community cohesion.</p> <p>The proposed partial closure of Marlborough Grove to vehicular traffic, which will create space for a park as well as more generous circulation and dwell/recreation space for people, will enhance accessibility for all. Similar effects will be achieved by the proposed pocket parks and the Surrey Canal Park. All of these interventions will</p>	<p>Sub Area 2</p> <p>There are no specific identifiable positive or negative impacts on health for Sub Area 2.</p> <p>More generally, the investment in new parks and various street reconfigurations will make all residents feel more confident about (a) spending their recreation time in the public realm and (b) making journeys by active travel modes. This will have positive mental and physical health impacts.</p>

<p>foster greater engagement in social and community life.</p>	
<p>Sub Area 3</p> <p>Sub Area 3 demonstrates positive impacts for all by delivering part of the greener belt, the new Linear Park and the Trim Trail. A lido may also be delivered within site allocation OKR13. This delivers urban greening, green spaces and other recreational spaces where residents can exercise, rest and play. All of these spaces will be safe, attractive and designed to be fully accessible. These facilities will not only encourage a healthy active and lifestyle for all, but will also promote social and community cohesion.</p> <p>Positive economic impacts will be brought by, amongst other things, the High Street strategy and the sub area wide employment strategy, the latter being heavily characterised by co-location.</p>	<p>Sub Area 3</p> <p>There are no specific identifiable positive or negative impacts on health for Sub Area 3.</p> <p>More generally, however, examples of how this sub area seeks to generate positive health impacts for different groups include the Trim Trail, the provision of a new leisure centre within OKR13, and the delivery of a health hub on the northern edge of the sub area off Verney Way.</p>
<p>Sub Area 4</p> <p>Sub Area 4 demonstrates positive socioeconomic impacts for all in seeking to bring forward a mix of uses alongside new green spaces, all made highly accessible through the delivery of a BLE station. This mix of uses co-locates leisure, employment and homes to improve accessibility for all. Particularly extensive engagement has been undertaken by the Council with existing businesses in this sub area to ensure they can be re-accommodated as part of redevelopment wherever possible.</p>	<p>Sub Area 4</p> <p>There are no specific identifiable positive or negative impacts on health for Sub Area 4.</p>
<p>Sub Area 5</p> <p>Sub Area 5 demonstrates positive socioeconomic impacts for all through the promotion of railway arches as a low line to improve walkability for all. This improves the pedestrian experience,</p>	<p>Sub Area 5</p> <p>There are no specific identifiable positive or negative impacts on health for Sub Area 5</p>

<p>making it a more attractive and safer mode of transit for all. A strong focus of the Sub-Area is business retention/relocation, to ensure that the potential negative impacts of the regeneration brought by the AAP are adequately mitigated.</p>	
<p>Equality information on which above analysis is based</p>	<p>Health data on which above analysis is based</p>
<p>The above analysis is based on equality information and health data sets as set out in:</p> <ul style="list-style-type: none"> • Appendix 3 '<i>Baseline data – Facts and Figures</i>' to the Integrated Impact Assessment (IIA) that supports the draft Old Kent Road AAP 2024 Reg 19 Submission; and • Appendix 9 '<i>Baseline Indicators Table</i>' to the Integrated Impact Assessment (IIA) that supports the draft Old Kent Road AAP 2024 Reg 19 Submission. <p>Where references are made in the above analysis to any statistical information not contained in Appendix 3 and/or 9 of the IIA, these references are supported by citations (the footnotes to these citations can be found at the bottom of the applicable page).</p> <p>It is also based on the indicators set out in the Integrated Impact Assessment (IIA). These indicators broadly apply to the Old Kent Road AAP as a whole, and also apply more specifically to each policy. These indicators are listed below. The AAP policies that significantly interrelate/respond/engage with the indicators specifically in respect of the protected characteristic of gender reassignment, are listed alongside each indicator:</p> <ul style="list-style-type: none"> • IIA01: AAP3, AAP4, AAP5, AAP6, AAP7 • IIA02: AAP15, AAP16 • IIA03: AAP8, AAP9 • IIA04: AAP12 • IIA05: AAP4, AAP9, AAP15, AAP16 • IIA06: AAP8, AAP12, AAP13, AAP14 • IIA07: AAP8, AAP13, AAP14 • IIA08: AAP12, AAP13, AAP14 • IIA09: AAP12, AAP14 • IIA010: AAP14 • IIA011: AAP10, AAP11, AAP12, AAP14 • IIA012: AAP10, AAP11, AAP12, • IIA013: AAP9, AAP14 • IIA014: AAP14 • IIA015: AAP3, AAP4 • IIA016: AAP8, AAP13 • IIA017: AAP1, AAP2 	
<p>Mitigating actions to be taken</p>	

Continuously monitoring and annually reviewing our Old Kent Road AAP policies and IIA indicators, in addition to the Authority Monitoring Report (AMR).

We will continue to monitor and review the Old Kent Road AAP to ensure that the likelihood of negative impacts arising is minimal.

PREGNANCY AND MATERNITY

Pregnancy is the condition of being pregnant or expecting a baby. Maternity refers to the period after the birth, and is linked to maternity leave in the employment context. In the non-work context, protection against maternity discrimination is for 26 weeks after giving birth, and this includes treating a woman unfavourably because she is breastfeeding.

Societal and economic issues

Potential impacts (positive and negative) of proposed policy

Health issues

Potential impacts (positive and negative) of proposed policy

Vision

The Vision demonstrates positive impacts because it addresses the need for homes and jobs in the Old Kent Road OA, ensuring that this socioeconomic growth is supported by major sustainable transport infrastructure in the form of the Bakerloop Bus and other travel enhancements (for Phase 1) and the BLE (Phase 2).

The Vision places great emphasis on the AAP delivering a family friendly environment with housing, youth facilities, schools, parks, leisure and health centers. This emphasis is a direct response to the findings of the baseline data, which show the Old Kent Road area to, amongst other things, perform corporately poorly for childhood obesity and living environment. The Vision will have positive impacts particularly for those who are pregnant or on maternity, as it will not only provide immediate day-to-day socioeconomic facilities and opportunities, but it will also engender

Vision

The vision recognises how high quality and community-oriented design, as well as the co-location of certain uses, can provide wider societal benefits for mental health and wellbeing, especially for the most vulnerable and those demographic groups that experience higher levels of social isolation.

The delivery of the Greener Belt, which is one of the key strands of the Vision, demonstrates positive health impacts by making the area's existing open spaces more attractive and easily accessible to all, while also delivering brand new parks alongside new active travel routes. These positive benefits will be experienced by those who pregnant or on maternity / raising families.

More generally, the Vision demonstrates positive health impacts because it recognises the importance of the built environment and the impact

<p>long-term confidence about the OA being somewhere positive to raise a family.</p> <p>Furthermore, the Connecting Communities strand of the Vision recognises the need for more innovative approaches to supporting the positive growth of communities, in particular the hand-in-hand social and economic benefits that co-location can bring to all sections of the population.</p>	<p>that it has, when well-designed and welcoming, on mental wellbeing.</p>
<p>Strategy</p> <p>The Strategy seeks to deliver positive impacts for those who are pregnant or on maternity in its aim to deliver a range of housing types to suit need, all designed to a high standard.</p> <p>It also seeks to deliver a new NHS health hub to serve the area's growing population. This will bring major benefits for all, providing integrated primary health, community health and social care support. This will directly positively benefit those who are pregnant or on maternity.</p>	<p>Strategy</p> <p>The Old Kent Road AAP --through its policies and interventions, such as encouraging car free development and the promotion of walking and cycling-- fosters a greater sense of security, comfort and confidence when using the public realm. This improves mental wellbeing for all.</p> <p>In seeking to deliver 20,000 high-quality new homes and a range of new and enhanced parks and open spaces, the Strategy gives focus to space and 'head room', allowing residents to think, rest and enjoy their leisure time. This will improve mental health and wellbeing for all.</p>
<p>AAP1: The Masterplan</p> <p>AAP1 demonstrates positive impacts because it creates a masterplan with the capacity to meet identified need for housing, employment, infrastructure and community uses. This ensures greater access to housing and local services for all.</p>	<p>AAP1: The Masterplan</p> <p>AAP1 demonstrates positive health impacts because it will ensure health services, open spaces and new and improved sustainable transport links will be delivered in tandem with the new housing and employment. This new infrastructure will bring positive health benefits, as well as an improvement in the environmental quality across the OA more generally, which will impact positively on all.</p>
<p>AAP2: Bakerloo Line Upgrade and Extension</p>	<p>AAP2: Bakerloo Line Upgrade and Extension</p>

<p>AAP2 demonstrates positive impacts by supporting larger scale development throughout its lifetime with social and physical infrastructure. Phase 1 will improve public transport accessibility for all and upgrade existing infrastructure such as buses, cycle paths, schools and health and leisure facilities for all. Phase 2 will deliver a major new piece of modern public transport infrastructure fully accessible to all, which will provide reduced travel times into central London and beyond. This ensures equality of access to opportunity, amenities and services, and will expand socioeconomic opportunities for all.</p>	<p>There are no specific identifiable positive or negative impacts on health arising from AAP2.</p>
<p>AAP3: Homes for all</p> <p>AAP3 demonstrates positive impacts by aiming to build at least 4,000 new family homes, and ensuring that vulnerable residents are helped to find the right housing so they can live as independently as possible.</p>	<p>AAP3: Homes for all</p> <p>The policy aims to meet family housing need with a range of housing types. AAP3, by making this provision for those who are pregnant and have families, contributes to a greater sense of security in the home. This has positive benefits for mental wellbeing and improves quality of life.</p>
<p>AAP4: Student homes</p> <p>In encouraging PBSA developments to provide communal and community-facing facilities, the policy promotes good relations between any pregnant or maternity-taking residents and the wider community.</p>	<p>AAP4: Student homes</p> <p>In placing emphasis on high quality design, AAP4 seeks to ensure PBSA provides comfortable, practical, restful and uplifting living environments for all. Additionally, the policy promotes where possible the provision of outdoor amenity space for PBSA occupiers. All of these measures help support mental wellbeing amongst any pregnant or maternity-taking residents.</p>
<p>AAP5: Businesses and workspace - The Bow Tie</p> <p>AAP5 seeks to deliver 10,000 new jobs across the OA, bringing greater employment opportunities for local adults, including those who are pregnant. This would be a positive</p>	<p>AAP5: Businesses and workspace - The Bow Tie</p> <p>There are no specific identifiable positive or negative impacts on health arising from AAP5 for those who are pregnant or on maternity.</p>

<p>economic impact on this demographic group.</p>	
<p>AAP6: Life sciences</p> <p>AAP6 may have positive impacts for those who are pregnant by bringing new life sciences business to the area, expanding and diversifying the local jobs market.</p>	<p>AAP6: Life sciences</p> <p>There are no specific identifiable positive or negative impacts on health arising from AAP6 for those who are pregnant or taking maternity</p>
<p>AAP7: Town centres, leisure and entertainment</p> <p>AAP7 demonstrates positive impacts for all because it aims to transform the high street into a new destination which connects neighbourhoods on both sides of the Old Kent Road high street. These improvements in connectivity will enhance legibility and, along with the intention to deliver more seating within the town centre, will make the Old Kent Road area more sociable and easier to navigate. This will bring positive social benefits.</p>	<p>AAP7: Town centres, leisure and entertainment</p> <p>In seeking to deliver an accessible town centre with a range of services and facilities, AAP7 will help local residents avoid loneliness and isolation. It will, therefore, have positive mental health benefits.</p>
<p>AAP8: Movement - People, Place and Experience</p> <p>AAP8 demonstrates positive impacts for all because it aims to make active and public modes of travel more accessible, both physically/practicably and in terms of proximity to public transport modes. Financial contributions will be sought from applicants where appropriate to improve access to public transport (examples of such investment being improved bus services and new/expanded cycle hire stations). This improves accessibility and mobility for all, including for example those who are less mobile because of pregnancy or those using pushchairs. There are potentially knock-on positive impacts in terms of socioeconomic participation and opportunities.</p>	<p>AAP8: Movement - People, Place and Experience</p> <p>One of the key components of AAP8 is promoting a change in travel habits to more active modes of transport. It seeks to do this by, amongst other things, promoting a shift to electric vehicles, delivering more attractive options for cycling and walking, and implementing a CPZ across the entire OA. The policy also seeks to reduce and consolidate commercial deliveries. In these ways, AAP8 will promote healthier lifestyles and (by reducing combustion) tackle air and noise pollution</p> <p>All of the above will be especially advantageous for parents and unborn/newborn children, the latter being more susceptible to developing health conditions (such as asthma and</p>

	other respiratory illness) from air quality ¹¹ .
<p>AAP9: The Greener Belt - Parks and healthy streets</p> <p>AAP9 delivers a new network of green links and streets across the Old Kent Road OA, improving the ease and comfort with which pedestrians and cyclists can move through the area. By creating a network of green and open spaces, some of which are enhanced and some of which are entirely new, the policy increases accessibility to open space for all to ensure equality of access and opportunity.</p> <p>On example of this is AAP9's aims to make the Old Kent Road a healthier street; this includes improving the pedestrian experience for all, and ensuring pavement widths are suitable for buggies and wheelchair users, and people walking with young children.</p>	<p>AAP9: The Greener Belt - Parks and healthy streets</p> <p>There are no specific health impacts arising from AAP9. However, more generally, AAP9 delivers positive health benefits by creating green spaces for safe and accessible exercise and leisure for all. This promotes greater physical and mental health and wellbeing.</p>
<p>AAP10: Tall buildings strategy - The Stations and the Crossings</p> <p>AAP10 illustrates positive impacts for all by creating a strategy to ensure tall buildings are built in the right places to benefit everyone. It also ensures that the tall buildings deliver considerable public benefits.</p>	<p>AAP10: Tall buildings strategy - The Stations and the Crossings</p> <p>There are no specific identifiable positive or negative impacts on health arising from AAP10.</p>
<p>AAP11: Character and heritage</p> <p>AAP11 illustrates positive impacts for all by preserving and enhancing listed buildings, conservation areas and their settings and locally important historic buildings. This ensures a strong sense of place and identity for all.</p>	<p>AAP11: Character and heritage</p> <p>There are no specific identifiable positive or negative impacts on health arising from AAP11.</p>
AAP12: Design	AAP12: Design

¹¹ 'Air pollution during pregnancy and lung development in the child', accessible from <https://www.sciencedirect.com/science/article/abs/pii/S1526054216300823#:~:text=Exposure%20to%20air%20pollution%20during%20pregnancy%20has%20also%20been%20linked,the%20development%20of%20childhood%20asthma>

<p>AAP12 demonstrates positive impacts for all by requiring good design to maintain the character of the Old Kent Road but also contribute to a more vibrant, attractive and healthy townscape. The policy sets out that development must provide accessible and inclusive design for all.</p>	<p>There are no specific identifiable positive or negative impacts on health arising from AAP12.</p> <p>More generally, the policy's focus on creating walkable and permeable neighbourhoods will encourage greater rates of non-vehicular travel, helping all to lead healthier lifestyles.</p>
<p>AAP13: Climate Emergency</p> <p>AAP13 demonstrates positive impacts for all by ensuring new development responds to the climate emergency through reducing carbon across matters of design, construction, building operation, whole life cycle and transport. This has secondary impacts by:</p> <ul style="list-style-type: none"> • improving air quality; • creating more efficient and less energy-consumptive buildings (attendant with which may be a reduction in residents' bills); and • reducing global warming. <p>All of the aforementioned have beneficial impacts for all, including those who are pregnant or on maternity</p>	<p>AAP13: Climate Emergency</p> <p>There are no specific identifiable positive or negative impacts on health arising from AAP13.</p> <p>There are more general health benefits surrounding air quality and the promotion of active travel, all of which contributes to health and wellbeing.</p>
<p>AAP14: Water management, air and noise quality</p> <p>AAP14 aims to illustrate positive impacts by ensuring development has met high environmental standards and promoting more active, public and sustainable travel modes to reduce pollution. Pregnant women are more susceptible to the effects of poor air quality and low environmental quality. This policy aims to improve these conditions to ensure a cleaner and greener environment.</p>	<p>AAP14: Water management, air and noise quality</p> <p>AAP14 illustrates positive health benefits for all because it works to improve air quality and create high quality green and open spaces, while also reducing the risk of flooding.</p> <p>The policy also requires co-location to be carefully considered so that neighbourhoods are liveable places where residents can walk or cycle to workplaces, daycare and educational institutions easily and safely. Furthermore, it reinforces high standards of residential design to ensure that homes, including homes</p>

	<p>colocated with industry, provide environmentally comfortable living conditions (i.e. minimal odour, dust, vibration and acoustic disturbance), which is critical to physical and mental wellbeing.</p> <p>Having improved open spaces and environmental quality promotes healthier and more active lifestyles amongst all groups within the local population, including those who are pregnant or on maternity.</p>
<p>AAP15: Great start In life</p> <p>AAP15 illustrates positive impacts for all because it provides learning and education facilities for the young, for the mature, and for continuous adult learning. This ensures equality of opportunity for all, by improving access to education. This then ensures a higher skilled workforce and boosts employability, while also reducing unemployment and providing new opportunities for all.</p>	<p>AAP15: Great start In life</p> <p>AAP15 demonstrates positive health impacts for children and young people by improving air pollution both internally (e.g. through building design) and externally (e.g. through maximising distance to roads) to reduce the risk of developing respiratory illness or difficulties later in life. It also encourages greater contact with nature, which has proven mental health benefits.</p>
<p>AAP16: Child and youth provision</p> <p>AAP16 demonstrates positive impacts for all by ensuring all young people have access to social and physical infrastructure regardless of their background. This creates safe indoor and outdoor spaces in the public realm, for children and young people to congregate and exercise for all, which promotes social cohesion. It also supports young people's independence improving their development, teaching and learning.</p> <p>The policy also places emphasis on these facilities being distributed across neighbourhoods, rather than consolidated in a single location. This encourages greater community</p>	<p>AAP16: Child and youth provision</p> <p>AAP16 demonstrates positive health impacts by providing new and improving existing indoor and outdoor youth and sports facilities. This promotes a healthy, active lifestyle for all, and also promotes improved mental and physical wellbeing.</p>

<p>cohesion, which has positive social impacts.</p>	
<p>Sub area and site allocations</p> <p>Each sub area will use innovative design and creative master planning to create a suitable mix of homes, work places and shops for each area. The capacity will be appropriate for the local area to ensure greater cohesion and the fostering of good relationships; this will have a positive impact for all.</p>	<p>Sub area and site allocations</p> <p>There are no specific identifiable impacts on health for Sub Areas.</p> <p>More generally, the proposed enhancements to –and delivery of new– green and open spaces within the sub areas will have positive health impacts for all.</p>
<p>Sub Area 1</p> <p>Sub area 1 has positive impacts for all by encouraging the emerging office and creative sector to grow, through supporting business development and affordable workspace growth. More generally, this also presents positive socioeconomic impacts by attracting inward investment and new development to the OA, bringing new amenities that will complement the existing land uses, businesses and character. This will help foster good relationships for all.</p> <p>The provision of a major new park at the heart of this particular Sub Area, along with a number of smaller parks and a change in the character of Mandela Way to a more cyclist and pedestrian friendly route, will mean people have more opportunities to spend time outdoors in social settings. This will have positive social impacts for all.</p>	<p>Sub Area 1</p> <p>There are no specific identifiable positive or negative impacts on health for Sub Area 1.</p> <p>More generally, the provision of the new parks along with the Healthy Streets initiative at Mandela Way will have positive impacts for all, who will benefit from safer and healthier environments for recreation. This has positive mental and physical health effects.</p>
<p>Sub Area 2</p> <p>In delivering a range of new community uses, and supporting the continued successful functioning of existing ones, Sub Area 2 demonstrates positive impacts for all. These facilities –which include LEX and the Mosque and Islamic Cultural Centre, as well as those required by site allocations OKR10 and</p>	<p>Sub Area 2</p> <p>There are no specific identifiable positive or negative impacts on health for Sub Area 2.</p> <p>More generally, the investment in new parks and various street reconfigurations will make all residents feel more confident about (a) spending</p>

<p>OKR11– will offer education, leisure and social opportunities to the resident population. Creating community spaces for residents to meet, congregate and exercise in this way promotes community cohesion. This has positive impacts for all.</p> <p>The proposed partial closure of Marlborough Grove to vehicular traffic, which will create space for a park as well as more generous circulation and dwell/recreation space for people, will enhance accessibility for all. Similar effects will be achieved by the proposed pocket parks and the Surrey Canal Park. All of these interventions will foster greater engagement in social and community life.</p>	<p>their recreation time in the public realm and (b) making journeys by active travel modes. This will have positive mental and physical health impacts.</p>
<p>Sub Area 3</p> <p>Sub Area 3 demonstrates positive impacts for all by delivering part of the greener belt, the new Linear Park and the Trim Trail. A lido may also be delivered within site allocation OKR13. This delivers urban greening, green spaces and other recreational spaces where residents can exercise, rest and play. All of these spaces will be safe, attractive and designed to be fully accessible. These facilities will not only encourage a healthy active and lifestyle for all, but will also promote social and community cohesion.</p> <p>Positive economic impacts will be brought by, amongst other things, the High Street strategy and the sub area wide employment strategy, the latter being heavily characterised by co-location.</p>	<p>Sub Area 3</p> <p>There are no specific identifiable positive or negative impacts on health for Sub Area 3.</p> <p>More generally, however, examples of how this sub area seeks to generate positive health impacts for different groups include the Trim Trail, the provision of a new leisure centre within OKR13, and the delivery of a health hub on the northern edge of the sub area off Verney Way. This is all part of the overarching Vision to make the Old Kent Road area family friendly.</p>
<p>Sub Area 4</p> <p>Sub Area 4 demonstrates positive socioeconomic impacts for all in seeking to bring forward a mix of uses alongside new green spaces, all made highly</p>	<p>Sub Area 4</p> <p>There are no specific identifiable positive or negative impacts on health for Sub Area 4.</p>

<p>accessible through the delivery of a BLE station. This mix of uses co-locates leisure, employment and homes to improve accessibility for all. Particularly extensive engagement has been undertaken by the Council with existing businesses in this sub area to ensure they can be re-accommodated as part of redevelopment wherever possible.</p>	
<p>Sub Area 5</p> <p>Sub Area 5 demonstrates positive socioeconomic impacts for all through the promotion of railway arches as a low line to improve walkability for all. This improves the pedestrian experience, making it a more attractive and safer mode of transit for all. A strong focus of the Sub-Area is business retention/relocation, to ensure that the potential negative impacts of the regeneration brought by the AAP are adequately mitigated.</p>	<p>Sub Area 5</p> <p>There are no specific identifiable positive or negative impacts on health for Sub Area 5.</p>
<p>Equality information on which above analysis is based</p>	<p>Health data on which above analysis is based</p>
<p>The above analysis is based on equality information and health data sets as set out in:</p> <ul style="list-style-type: none"> • Appendix 3 '<i>Baseline data – Facts and Figures</i>' to the Integrated Impact Assessment (IIA) that supports the draft Old Kent Road AAP 2024 Reg 19 Submission; and • Appendix 9 '<i>Baseline Indicators Table</i>' to the Integrated Impact Assessment (IIA) that supports the draft Old Kent Road AAP 2024 Reg 19 Submission. <p>Where references are made in the above analysis to any statistical information not contained in Appendix 3 and/or 9 of the IIA, these references are supported by citations (the footnotes to these citations can be found at the bottom of the applicable page).</p> <p>It is also based on the indicators set out in the Integrated Impact Assessment (IIA). These indicators broadly apply to the Old Kent Road AAP as a whole, and also apply more specifically to each policy. These indicators are listed below. The AAP policies that significantly interrelate/respond/engage with the indicators specifically in respect of the protected characteristic of pregnancy and maternity, are listed alongside each indicator:</p> <ul style="list-style-type: none"> • IIA01: AAP3, AAP4, AAP5, AAP6, AAP7 • IIA02: AAP15, AAP16 • IIA03: AAP8, AAP9 	

- IIA04: AAP12
- IIA05: AAP4, AAP9, AAP15, AAP16
- IIA06: AAP8, AAP12, AAP13, AAP14
- IIA07: AAP8, AAP13, AAP14
- IIA08: AAP12, AAP13, AAP14
- IIA09: AAP12, AAP14
- IIA010: AAP14
- IIA011: AAP10, AAP11, AAP12, AAP14
- IIA012: AAP10, AAP11, AAP12,
- IIA013: AAP9, AAP14
- IIA014: AAP14
- IIA015: AAP3, AAP4
- IIA016: AAP8, AAP13
- IIA017: AAP1, AAP2

Mitigating actions to be taken

Continuously monitoring and annually reviewing our Old Kent Road AAP policies and IIA indicators, in addition to the Authority Monitoring Report (AMR).

We will continue to monitor and review the Old Kent Road AAP to ensure that the likelihood of negative impacts arising is minimal.

RACE

Refers to the protected characteristic of Race. It refers to a group of people defined by their race, colour, nationality (including citizenship), ethnic or national origins. N.B. Gypsy, Roma and Traveller are recognised racial groups and their needs should be considered alongside all others

Societal and economic issues

Potential impacts (positive and negative) of proposed policy

Health issues

Potential impacts (positive and negative) of proposed policy

Vision

The Vision demonstrates positive impacts because it addresses the need for homes and jobs in the Old Kent Road OA, ensuring that this socioeconomic growth is supported by major sustainable transport infrastructure in the form of the Bakerloop Bus and other travel enhancements (for Phase 1) and the BLE (Phase 2).

Vision

The Vision, in seeking seek to promote sustainable transport behaviours amongst all groups within the local population, demonstrates positive health impacts

It also recognises how high quality and community-oriented design, as well as the co-location of certain uses, can provide wider societal benefits for

<p>Furthermore, the Connecting Communities strand of the Vision recognises the need for more innovative approaches to supporting the positive growth of communities, in particular the hand-in-hand social and economic benefits that co-location can bring to all sections of the population.</p>	<p>mental health and wellbeing, especially for the most vulnerable.</p> <p>The delivery of the Greener Belt, which is one of the key strands of the Vision, demonstrates positive health impacts by making open spaces more attractive and easily accessible to all.</p> <p>More generally, the Vision demonstrates positive health impacts because it recognises the importance of the built environment and the impact that it has, when well-designed and welcoming, on mental wellbeing.</p>
<p>Strategy</p> <p>This demonstrates positive impacts because it recognises regeneration may sometimes be criticised as gentrification or social cleansing. The Strategy aims to create delivery of direct benefits to the existing communities regardless of race. Examples include:</p> <ul style="list-style-type: none"> • the delivery a range of housing types to suit need –including over 4,000 larger homes that better respond to the needs of larger intergenerational families – all designed to a high standard and in mixed-tenure developments; • revitalised town centres, offering services and leisure/recreational outlets; • a network of youth facilities providing social spaces that encourage young people from all backgrounds to mix <p>all of which will promote inter-racial and intra-racial good relations, while also expanding socioeconomic opportunities for residents, workers and visitors of the OA irrespective of race.</p>	<p>Strategy</p> <p>The Old Kent Road AAP --through its policies and interventions, such as encouraging car free development and the promotion of walking and cycling-- fosters a greater sense of security, comfort and confidence when using the public realm. This improves mental wellbeing for all.</p> <p>In seeking to deliver 20,000 high-quality new homes and a range of new and enhanced parks and open spaces, the Strategy gives focus to space and ‘head room’, allowing residents to think, rest and enjoy their leisure time. This will improve mental health and wellbeing for all.</p>
<p>AAP1: The Masterplan</p> <p>AAP1 demonstrates positive impacts because it creates a masterplan with the capacity to meet identified need for</p>	<p>AAP1: The Masterplan</p> <p>AAP1 demonstrates positive health impacts because it will ensure health services, open spaces and new and</p>

<p>housing, employment, infrastructure and community uses. This ensures greater access to housing and local services for all.</p>	<p>improved sustainable transport links will be delivered in tandem with the new housing and employment. This new infrastructure will bring positive health benefits, as well as an improvement in the environmental quality across the OA more generally, which will impact positively on all. It will also ensure those who currently live in the area (approximately 65% of whom are non-white) see benefits commensurate with the scale of change the AAP will bring.</p>
<p>AAP2: Bakerloo Line Upgrade and Extension</p> <p>AAP2 demonstrates positive impacts by supporting larger scale development throughout its lifetime with social and physical infrastructure. Phase 1 will improve public transport accessibility for all and upgrade existing infrastructure such as buses, cycle paths, schools and health and leisure facilities for all. Phase 2 will deliver a major new piece of modern public transport infrastructure fully accessible to all, which will provide reduced travel times into central London and beyond. This ensures equality of access to opportunity, amenities and services, and will expand socioeconomic opportunities for all.</p>	<p>AAP2: Bakerloo Line Upgrade and Extension</p> <p>There are no specific identifiable positive or negative impacts on health arising from AAP2.</p>
<p>AAP3: Homes for all</p> <p>AAP3 demonstrates positive impacts for all by ensuring a diversity of types and tenures of homes to meet needs of those across the community. This ensures that residents can remain close to their families and communities.</p>	<p>AAP3: Homes for all</p> <p>AAP3 makes this provision to contribute to a greater sense of security in the home, which has positive benefits for mental wellbeing, and improves quality of life.</p>
<p>AAP4: Student homes</p> <p>In encouraging PBSA developments to provide communal and community-facing facilities, the policy promotes good relations between all, irrespective of race.</p>	<p>AAP4: Student homes</p> <p>In placing emphasis on high quality design, AAP4 seeks to ensure PBSA provides comfortable, practical, restful and uplifting living environments for all. Additionally, the policy promotes where possible the provision of outdoor</p>

	amenity space for PBSA occupiers. All of these measures help support mental wellbeing amongst residents.
<p>AAP5: Businesses and workspace - The Bow Tie</p> <p>AAP5 demonstrates positive impacts for all ages by making provisions for current business occupiers of Old Kent Road. This ensures that current and future businesses are considered in the regeneration of Old Kent Road, which is particularly important with respect of the protected characteristic of race given the higher than average number of BME business owners and employees in the OA.</p> <p>New development has the potential to displace existing businesses, with small-to-medium enterprises being the most at risk; this could result in negative impacts, particularly those from BME backgrounds given that over 65% of those living in the Old Kent Road ward are non-white. Mitigation is secured within the AAP (and the Southwark Plan 2022) through business relocation and affordable workspace policies.</p>	<p>AAP5: Businesses and workspace - The Bow Tie</p> <p>There are no specific identifiable positive or negative impacts on health arising from AAP5.</p>
<p>AAP6: Life sciences</p> <p>AAP6 may have positive impacts for all by bringing new life sciences business to the area, expanding and diversifying the local jobs market.</p>	<p>AAP6: Life sciences</p> <p>There are no specific identifiable positive or negative impacts on health arising from AAP6.</p>
<p>AAP7: Town centres, leisure and entertainment</p> <p>AAP7 illustrates positive impacts for all by making provisions for smaller local shops and community facilities in two town centres, making these hubs easily accessible by non-vehicular forms of transport from all neighbourhoods within the OA. This ensures greater</p>	<p>AAP7: Town centres, leisure and entertainment</p> <p>In seeking to deliver an accessible town centre with a range of services and facilities, AAP7 will help local residents avoid loneliness and isolation. It will, therefore, have positive mental health benefits.</p>

accessibility for all to a range of shops, services and recreational/leisure outlets.	
<p>AAP8: Movement - People, Place and Experience</p> <p>AAP8 demonstrates positive impacts for all because it aims to make active and public modes of travel more accessible, both physically/practicably and in terms of proximity to public transport modes. Financial contributions will be sought from applicants where appropriate to improve access to public transport (examples of such investment being improved bus services and new/expanded cycle hire stations). This improves accessibility and mobility for all, which potentially impacts positively in terms of socioeconomic participation and opportunities.</p>	<p>AAP8: Movement - People, Place and Experience</p> <p>One of the key components of AAP8 is promoting a change in travel habits to more active modes of transport. It seeks to do this by, amongst other things, promoting a shift to electric vehicles, delivering more attractive options for cycling and walking, and implementing a CPZ across the entire OA. The policy also seeks to reduce and consolidate commercial deliveries. In these ways, AAP8 will promote healthier lifestyles and (by reducing combustion) tackle air and noise pollution. This has positive impacts for all.</p>
<p>AAP9: The Greener Belt - Parks and healthy streets</p> <p>AAP9 delivers a new network of green links and streets across the Old Kent Road OA, improving the ease and comfort with which pedestrians and cyclists can move through the area. By creating a network of green and open spaces, some of which are enhanced and some of which are entirely new, the policy increases accessibility to open space for all to ensure equality of access and opportunity.</p>	<p>AAP9: The Greener Belt - Parks and healthy streets</p> <p>There are no specific health impacts arising from AAP9. However, more generally, AAP9 delivers positive health benefits by creating green spaces for safe and accessible exercise and leisure for all. This promotes greater physical and mental health and wellbeing.</p>
<p>AAP10: Tall buildings strategy - The Stations and the Crossings</p> <p>AAP10 illustrates positive impacts for all by creating a strategy to ensure tall buildings are built in the right places to benefit everyone. It also ensures that the tall buildings deliver considerable public benefits.</p>	<p>AAP10: Tall buildings strategy - The Stations and the Crossings</p> <p>There are no specific identifiable positive or negative impacts on health arising from AAP10.</p>
<p>AAP11: Character and heritage</p>	<p>AAP11: Character and heritage</p>

<p>AAP11 illustrates positive impacts for all by preserving and enhancing listed buildings, conservation areas and their settings and locally important historic buildings. This ensures a strong sense of place and identity for all. In turn, this guards against perceptions among the OA's existing communities that their neighbourhoods and places of cultural value are being eroded by regeneration.</p>	<p>There are no specific identifiable positive or negative impacts on health arising from AAP11.</p>
<p>AAP12: Design</p> <p>AAP12 demonstrates positive impacts for all by requiring good design to maintain the character of the Old Kent Road but also contribute to a more vibrant, attractive and healthy townscape. The policy sets out that development must provide accessible and inclusive design for all.</p>	<p>AAP12: Design</p> <p>There are no specific identifiable positive or negative impacts on health arising from AAP12.</p> <p>More generally, the policy's focus on creating walkable and permeable neighbourhoods will encourage greater rates of non-vehicular travel, helping all to lead healthier lifestyles.</p>
<p>AAP13: Climate Emergency</p> <p>AAP13 demonstrates positive impacts for all by ensuring new development responds to the climate emergency through reducing carbon across matters of design, construction, building operation, whole life cycle and transport. This has secondary impacts by:</p> <ul style="list-style-type: none"> • improving air quality; • creating more efficient and less energy-consumptive buildings (attendant with which may be a reduction in residents' bills); and • reducing global warming. <p>All of the aforementioned have beneficial impacts for all.</p>	<p>AAP13: Climate Emergency</p> <p>There are no specific identifiable positive or negative impacts on health arising from AAP13.</p> <p>There are more general health benefits surrounding air quality and the promotion of active travel, all of which contributes to health and wellbeing.</p>
<p>AAP14: Water management, air and noise quality</p> <p>AAP14 aims to illustrate positive impacts by ensuring development has met high environmental standards and promoting more active, public and sustainable travel modes to reduce</p>	<p>AAP14: Water management, air and noise quality</p> <p>AAP14 illustrates positive health benefits for all because it works to improve air quality and create high quality green and open spaces, while also reducing the risk of flooding.</p>

<p>pollution. This policy aims to improve these conditions to ensure a cleaner and greener environment.</p> <p>The focus AAP14 gives to the 'Agent of Change' principle ensures that SMEs, of which there are a large number in the Old Kent Road OA operated by BME individuals, are not prejudiced by new development. This ensures sufficient mitigation is in place to guard against the negative economic impacts that might otherwise arise.</p>	<p>The policy also requires co-location to be carefully considered so that neighbourhoods are liveable places where residents can walk or cycle to workplaces, daycare and educational institutions easily and safely. Furthermore, it reinforces high standards of residential design to ensure that homes, including homes co-located with industry, provide environmentally comfortable living conditions (i.e. minimal odour, dust, vibration and acoustic disturbance), which is critical to physical and mental wellbeing.</p> <p>Having improved open spaces and environmental quality promotes healthier and more active lifestyles amongst all groups within the local population.</p>
<p>AAP15: Great start in life</p> <p>AAP15 illustrates positive impacts for all because it provides learning and education facilities for the young, for the mature, and for continuous adult learning. This ensures equality of opportunity for all, by improving access to education. This then ensures a higher skilled workforce and boosts employability, while also reducing unemployment and providing new opportunities for all.</p>	<p>AAP15: Great start in life</p> <p>AAP15 demonstrates positive health impacts for children and young people by improving air pollution both internally (e.g. through building design) and externally (e.g. through maximising distance to roads) to reduce the risk of developing respiratory illness or difficulties later in life. This has particular positive impacts in relation to race, given that approximately half of hospital admissions for asthma in London occur in children from black, Asian and minority ethnic backgrounds, compared to 28% of white children¹².</p> <p>The policy also encourages greater contact with nature, which has proven mental health benefits.</p>
<p>AAP16: Child and youth provision</p>	<p>AAP16: Child and youth provision</p>

¹² 'Shocking inequality in children with asthma admitted to hospital in London', accessible from <https://www.london.gov.uk/increaseinasthmaadmissions>

<p>AAP16 demonstrates positive impacts for all by ensuring all young people have access to social and physical infrastructure regardless of their background. This creates safe indoor and outdoor spaces in the public realm, for children and young people to congregate and exercise for all, which promotes social cohesion. It also supports young people's independence improving their development, teaching and learning.</p> <p>The policy also places emphasis on these facilities being distributed across neighbourhoods, rather than consolidated in a single location. This encourages greater community cohesion, which has positive social impacts.</p>	<p>AAP16 demonstrates positive health impacts by providing new and improving existing indoor and outdoor youth and sports facilities. This promotes a healthy and active lifestyle—attendant with which are mental and physical benefits—irrespective of race.</p> <p>This has particular positive impacts in relation to race, given that children from black, Asian and minority ethnic backgrounds are more likely to be overweight or be living with obesity by the age of 4/5 and 10/11 years old, compared to white children¹³.</p>
<p>Sub area and site allocations</p> <p>Each sub area will use innovative design and creative master planning to create a suitable mix of homes, work places and shops for each area. The capacity will be appropriate for the local area to ensure greater cohesion and the fostering of good relationships; this will have a positive impact for all.</p>	<p>Sub area and site allocations</p> <p>There are no specific identifiable impacts on health for Sub Areas.</p> <p>More generally, the proposed enhancements to –and delivery of new– green and open spaces within the sub areas will have positive health impacts for all.</p>
<p>Sub Area 1</p> <p>Sub Area 1 has positive impacts for all by encouraging the emerging office and creative sector to grow, through supporting business development and affordable workspace growth. More generally, this also presents positive socioeconomic impacts by attracting inward investment and new development to the OA, bringing new amenities that will complement the existing land uses, businesses and character. This will help foster good relationships for all.</p>	<p>Sub Area 1</p> <p>There are no specific identifiable positive or negative impacts on health for Sub Area 1.</p> <p>More generally, the provision of the new parks along with the Healthy Streets initiative at Mandela Way will have positive impacts for all, who will benefit from safer and healthier environments for recreation. This has positive mental and physical health effects.</p>

¹³ 'Overweight children', accessible from <https://www.ethnicity-facts-figures.service.gov.uk/health/diet-and-exercise/overweight-children/latest/>

<p>The provision of a major new park at the heart of this particular Sub Area, along with a number of smaller parks and a change in the character of Mandela Way to a more cyclist and pedestrian friendly route, will mean people have more opportunities to spend time outdoors in social settings. This will have positive social impacts for all.</p>	
<p>Sub Area 2</p> <p>In delivering a range of new community uses, and supporting the continued successful functioning of existing ones, Sub Area 2 demonstrates positive impacts for all. These facilities –which include LEX and the Mosque and Islamic Cultural Centre, as well as those required by site allocations OKR10 and OKR11– will offer education, leisure and social opportunities to the resident population. Creating community spaces for residents to meet, congregate and exercise in this way promotes community cohesion. This has positive impacts for all.</p> <p>The proposed partial closure of Marlborough Grove to vehicular traffic, which will create space for a park as well as more generous circulation and dwell/recreation space for people, will enhance accessibility for all. Similar effects will be achieved by the proposed pocket parks and the Surrey Canal Park. All of these interventions will foster greater engagement in social and community life.</p>	<p>Sub Area 2</p> <p>There are no specific identifiable positive or negative impacts on health for Sub Area 2.</p> <p>More generally, the investment in new parks and various street reconfigurations will make all residents feel more confident about (a) spending their recreation time in the public realm and (b) making journeys by active travel modes. This will have positive mental and physical health impacts.</p>
<p>Sub Area 3</p> <p>Sub Area 3 demonstrates positive impacts for all by delivering part of the greener belt, the new Linear Park and the Trim Trail. A lido may also be delivered within site allocation OKR13. This delivers urban greening, green spaces and other recreational spaces</p>	<p>Sub Area 3</p> <p>There are no specific identifiable positive or negative impacts on health for Sub Area 3.</p> <p>More generally, however, examples of how this sub area seeks to generate positive health impacts for different</p>

<p>where residents can exercise, rest and play. All of these spaces will be safe, attractive and designed to be fully accessible. These facilities will not only encourage a healthy active and lifestyle for all, but will also promote social and community cohesion.</p> <p>Positive economic impacts will be brought by, amongst other things, the High Street strategy and the sub area wide employment strategy, the latter being heavily characterised by co-location.</p>	<p>groups include the Trim Trail, the provision of a new leisure centre within OKR13, and the delivery of a health hub on the northern edge of the sub area off Verney Way. In particular, these interventions may help tackle the higher than average rates of childhood obesity experienced by the youth population of the Old Kent Road area.</p>
<p>Sub Area 4</p> <p>Sub Area 4 demonstrates positive socioeconomic impacts for all in seeking to bring forward a mix of uses alongside new green spaces, all made highly accessible through the delivery of a BLE station. This mix of uses co-locates leisure, employment and homes to improve accessibility for all.</p> <p>Particularly extensive engagement has been undertaken by the Council with existing businesses in this sub area to ensure they can be re-accommodated as part of redevelopment wherever possible. This is especially relevant to 'Race', given the high number of BME employees and business owners in the Sub Area.</p>	<p>Sub Area 4</p> <p>There are no specific identifiable positive or negative impacts on health for Sub Area 4.</p>
<p>Sub Area 5</p> <p>Sub Area 5 demonstrates positive socioeconomic impacts for all through the promotion of railway arches as a low line to improve walkability for all. This improves the pedestrian experience, making it a more attractive and safer mode of transit for all. A strong focus of the Sub-Area is business retention/relocation, to ensure that the potential negative impacts of the regeneration brought by the AAP are adequately mitigated.</p>	<p>Sub Area 5</p> <p>There are no specific identifiable positive or negative impacts on health for Sub Area 5.</p>

Equality information on which above analysis is based	Health data on which above analysis is based
<p>The above analysis is based on equality information and health data sets as set out in:</p> <ul style="list-style-type: none"> • Appendix 3 '<i>Baseline data – Facts and Figures</i>' to the Integrated Impact Assessment (IIA) that supports the draft Old Kent Road AAP 2024 Reg 19 Submission; and • Appendix 9 '<i>Baseline Indicators Table</i>' to the Integrated Impact Assessment (IIA) that supports the draft Old Kent Road AAP 2024 Reg 19 Submission. <p>Where references are made in the above analysis to any statistical information not contained in Appendix 3 and/or 9 of the IIA, these references are supported by citations (the footnotes to these citations can be found at the bottom of the applicable page).</p> <p>It is also based on the indicators set out in the Integrated Impact Assessment (IIA). These indicators broadly apply to the Old Kent Road AAP as a whole, and also apply more specifically to each policy. These indicators are listed below. The AAP policies that significantly interrelate/respond/engage with the indicators specifically in respect of the protected characteristic of race, are listed alongside each indicator:</p> <ul style="list-style-type: none"> • IIA01: AAP3, AAP4, AAP5, AAP6, AAP7 • IIA02: AAP15, AAP16 • IIA03: AAP8, AAP9 • IIA04: AAP12 • IIA05: AAP4, AAP9, AAP15, AAP16 • IIA06: AAP8, AAP12, AAP13, AAP14 • IIA07: AAP8, AAP13, AAP14 • IIA08: AAP12, AAP13, AAP14 • IIA09: AAP12, AAP14 • IIA010: AAP14 • IIA011: AAP10, AAP11, AAP12, AAP14 • IIA012: AAP10, AAP11, AAP12, • IIA013: AAP9, AAP14 • IIA014: AAP14 • IIA015: AAP3, AAP4 • IIA016: AAP8, AAP13 • IIA017: AAP1, AAP2 	
Mitigating actions to be taken	
<p>Continuously monitoring and annually reviewing our Old Kent Road AAP policies and IIA indicators, in addition to the Authority Monitoring Report (AMR).</p> <p>We will continue to monitor and review the Old Kent Road AAP to ensure that the likelihood of negative impacts arising is minimal.</p>	

RELIGION AND BELIEF	
<p>Religion has the meaning usually given to it but belief includes religious and philosophical beliefs including lack of belief (e.g. atheism). Generally, a belief should affect your life choices or the way you live for it to be included in the definition.</p>	
Societal and economic issues	Health issues
Potential impacts (positive and negative) of proposed policy	Potential health impacts (positive and negative) of proposed policy
Vision	Vision
<p>The Connecting Communities strand of the Vision recognises the need for more innovative approaches to supporting the positive growth of communities, in particular the hand-in-hand social and economic benefits that co-location can bring to all sections of the population. Particularly relevant to religion and belief include re-providing existing faith premises as part of mixed-use redevelopments (applying the Agent of Change principle).</p> <p>Indirectly, the uplift in land values associated with the regeneration brought by the AAP has the potential to displace places of worship, as these are particularly vulnerable due to often occupying low-rent premises on short-term leases. The OA has a particularly large number of faith premises per head of the population, relative to the rest of the borough. Many of these serve non-white communities. While such displacement would have negative impacts, the Southwark Plan and AAP require relocation strategies to be prepared by developers setting out how the affected faith group(s) will be accommodated elsewhere in adequate premises.</p>	<p>The Vision, in seeking seek to promote sustainable transport behaviours amongst all groups within the local population, demonstrates positive health impacts</p> <p>It also recognises how high quality and community-oriented design, as well as the co-location of certain uses, can provide wider societal benefits for mental health and wellbeing, especially for the most vulnerable.</p> <p>The delivery of the Greener Belt, which is one of the key strands of the Vision, demonstrates positive health impacts by making open spaces more attractive and easily accessible to all.</p> <p>More generally, the Vision demonstrates positive health impacts because it recognises the importance of the built environment and the impact that it has, when well-designed and welcoming, on mental wellbeing.</p>
Strategy	Strategy

<p>This demonstrates positive impacts because it recognises regeneration may sometimes be criticised as gentrification or social cleansing. The Strategy aims to create delivery of direct benefits to the existing communities regardless of religion or belief. Examples include:</p> <ul style="list-style-type: none"> • the delivery a range of housing types to suit need –including over 4,000 larger homes that better respond to the needs of larger intergenerational families– all designed to a high standard and in mixed-tenure developments; • revitalised town centres, where places of worship form part of the mix of facilities; • a network of youth facilities providing social spaces that encourage young people from all backgrounds to mix <p>all of which will promote inter-faith and intra-faith good relations, while also expanding socioeconomic opportunities for residents, workers and visitors of the OA irrespective of religion or belief.</p>	<p>The Old Kent Road AAP --through its policies and interventions, such as encouraging car free development and the promotion of walking and cycling-- fosters a greater sense of security, comfort and confidence when using the public realm. This improves mental wellbeing for all.</p> <p>In seeking to deliver 20,000 high-quality new homes and a range of new and enhanced parks and open spaces, the Strategy gives focus to space and 'head room', allowing residents to think, rest and enjoy their leisure time. This will improve mental health and wellbeing for all.</p> <p>The recognition of existing communities and delivering benefits direct to them ensures the sense of place in the OA is preserved and this will contribute to a greater sense of security and community. This will improve wellbeing for all.</p>
<p>AAP1: The Masterplan</p> <p>AAP1 demonstrates positive impacts because it creates a masterplan with the capacity to meet identified need for housing, employment, infrastructure and community uses. This ensures greater access to housing and local services for all.</p>	<p>AAP1: The Masterplan</p> <p>AAP1 demonstrates positive health impacts because it will ensure health services, open spaces and new and improved sustainable transport links will be delivered in tandem with the new housing and employment. This new infrastructure will bring positive health benefits, as well as an improvement in the environmental quality across the OA more generally, which will impact positively on all.</p>
<p>AAP2: Bakerloo Line Upgrade and Extension</p> <p>AAP2 demonstrates positive impacts by supporting larger scale development throughout its lifetime with social and physical infrastructure. Phase 1 will improve public transport accessibility for all and upgrade existing infrastructure</p>	<p>AAP2: Bakerloo Line Upgrade and Extension</p> <p>There are no specific identifiable positive or negative impacts on health arising from AAP2.</p>

<p>such as buses, cycle paths, schools and health and leisure facilities for all. Phase 2 will deliver a major new piece of modern public transport infrastructure fully accessible to all, which will provide reduced travel times into central London and beyond. This ensures equality of access to opportunity, amenities and services, and will expand socioeconomic opportunities for all.</p>	
<p>AAP3: Homes for all</p> <p>AAP3 demonstrates positive impacts for all by ensuring a diversity of types and tenures of homes to meet needs of those across the community. This ensures that residents can remain close to their families and communities.</p>	<p>AAP3: Homes for all</p> <p>AAP3 makes this provision to contribute to a greater sense of security in the home, which has positive benefits for mental wellbeing, and improves quality of life.</p>
<p>AAP4: Student homes</p> <p>In encouraging PBSA developments to provide communal and community-facing facilities, the policy promotes good relations between all, irrespective of religion or belief.</p>	<p>AAP4: Student homes</p> <p>In placing emphasis on high quality design, AAP4 seeks to ensure PBSA provides comfortable, practical, restful and uplifting living environments for all. Additionally, the policy promotes where possible the provision of dedicated communal internal facilities for PBSA occupiers, which could include prayer/reflection rooms or other places that promote inter-faith and intra-faith dialogue. This would support mental wellbeing amongst residents.</p>
<p>AAP5: Businesses and workspace - The Bow Tie</p> <p>AAP5 demonstrates positive impacts for all ages by making provisions for current business occupiers of Old Kent Road. This ensures that current and future businesses are considered in the regeneration of Old Kent Road.</p>	<p>AAP5: Businesses and workspace - The Bow Tie</p> <p>There are no specific identifiable positive or negative impacts on health for AA5.</p>
<p>AAP6: Life sciences</p> <p>AAP6 may have positive impacts for all by bringing new life sciences business</p>	<p>AAP6: Life sciences</p> <p>There are no specific identifiable positive or negative impacts on health arising from AAP6.</p>

<p>to the area, expanding and diversifying the local jobs market.</p>	
<p>AAP7: Town centres, leisure and entertainment</p> <p>AAP7 illustrates positive impacts for all by making provisions for smaller local shops and community facilities in two town centres, making these hubs easily accessible by non-vehicular forms of transport from all neighbourhoods within the OA. This ensures greater accessibility for all to a range of shops, services and recreational/leisure outlets.</p>	<p>AAP7: Town centres, leisure and entertainment</p> <p>In seeking to deliver an accessible town centre with a range of services and facilities, AAP7 will help local residents avoid loneliness and isolation. It will, therefore, have positive mental health benefits.</p>
<p>AAP8: Movement - People, Place and Experience</p> <p>AAP8 demonstrates positive impacts for all because it aims to make active and public modes of travel more accessible, both physically/practicably and in terms of proximity to public transport modes. Financial contributions will be sought from applicants where appropriate to improve access to public transport (examples of such investment being improved bus services and new/expanded cycle hire stations). This improves accessibility and mobility for all, which potentially impacts positively in terms of socioeconomic participation and opportunities.</p>	<p>AAP8: Movement - People, Place and Experience</p> <p>One of the key components of AAP8 is promoting a change in travel habits to more active modes of transport. It seeks to do this by, amongst other things, promoting a shift to electric vehicles, delivering more attractive options for cycling and walking, and implementing a CPZ across the entire OA. The policy also seeks to reduce and consolidate commercial deliveries. In these ways, AAP8 will promote healthier lifestyles and (by reducing combustion) tackle air and noise pollution. This has positive impacts for all.</p>
<p>AAP9: The Greener Belt - Parks and healthy streets</p> <p>AAP9 delivers a new network of green links and streets across the Old Kent Road OA, improving the ease and comfort with which pedestrians and cyclists can move through the area. By creating a network of green and open spaces, some of which are enhanced and some of which are entirely new, the policy increases accessibility to open space for all to ensure equality of access and opportunity.</p>	<p>AAP9: The Greener Belt - Parks and healthy streets</p> <p>There are no specific health impacts arising from AAP9. However, more generally, AAP9 delivers positive health benefits by creating green spaces for safe and accessible exercise and leisure for all. This promotes greater physical and mental health and wellbeing.</p>

<p>AAP10: Tall buildings strategy - The Stations and the Crossings</p> <p>AAP10 illustrates positive impacts for all by creating a strategy to ensure tall buildings are built in the right places to benefit everyone. It also ensures that the tall buildings deliver considerable public benefits.</p>	<p>AAP10: Tall buildings strategy - The Stations and the Crossings</p> <p>There are no specific identifiable positive or negative impacts on health arising from AAP10.</p>
<p>AAP11: Character and heritage</p> <p>AAP11 illustrates positive impacts for all by preserving and enhancing listed buildings, conservation areas and their settings and locally important historic buildings. This ensures a strong sense of place and identity for all. In turn, this guards against perceptions among the OA's existing communities that their neighbourhoods and places of cultural value are being eroded by regeneration.</p>	<p>AAP11: Character and heritage</p> <p>There are no specific identifiable positive or negative impacts on health arising from AAP11.</p>
<p>AAP12: Design</p> <p>AAP12 demonstrates positive impacts for all by requiring good design to maintain the character of the Old Kent Road but also contribute to a more vibrant, attractive and healthy townscape. The policy sets out that development must provide accessible and inclusive design for all.</p>	<p>AAP12: Design</p> <p>There are no specific identifiable positive or negative impacts on health arising from AAP12.</p> <p>More generally, the policy's focus on creating walkable and permeable neighbourhoods will encourage greater rates of non-vehicular travel, helping all to lead healthier lifestyles.</p>
<p>AAP13: Climate Emergency</p> <p>AAP13 demonstrates positive impacts for all by ensuring new development responds to the climate emergency through reducing carbon across matters of design, construction, building operation, whole life cycle and transport. This has secondary impacts by:</p> <ul style="list-style-type: none"> • improving air quality; • creating more efficient and less energy-consumptive buildings (attendant with which may be a reduction in residents' bills); and • reducing global warming. 	<p>AAP13: Climate Emergency</p> <p>There are no specific identifiable positive or negative impacts on health arising from AAP13.</p> <p>There are more general health benefits surrounding air quality and the promotion of active travel, all of which contributes to health and wellbeing.</p>

<p>All of the aforementioned have beneficial impacts for all.</p>	
<p>AAP14: Water management, air and noise quality</p> <p>AAP14 aims to illustrate positive impacts by ensuring development has met high environmental standards and promoting more active, public and sustainable travel modes to reduce pollution. This policy aims to improve these conditions to ensure a cleaner and greener environment.</p>	<p>AAP14: Water management, air and noise quality</p> <p>AAP14 illustrates positive health benefits for all because it works to improve air quality and create high quality green and open spaces, while also reducing the risk of flooding.</p> <p>The policy also requires co-location to be carefully considered so that neighbourhoods are liveable places where residents can walk or cycle to workplaces, daycare and educational institutions easily and safely. Furthermore, it reinforces high standards of residential design to ensure that homes, including homes co-located with industry, provide environmentally comfortable living conditions (i.e. minimal odour, dust, vibration and acoustic disturbance), which is critical to physical and mental wellbeing.</p> <p>Having improved open spaces and environmental quality promotes healthier and more active lifestyles amongst all groups within the local population.</p>
<p>AAP15: Great start in life</p> <p>AAP15 illustrates positive impacts for all because it provides learning and education facilities for the young, for the mature, and for continuous adult learning. This ensures equality of opportunity for all, by improving access to education. This then ensures a higher skilled workforce and boosts employability, while also reducing unemployment and providing new opportunities for all.</p>	<p>AAP15: Great start in life</p> <p>AAP15 demonstrates positive health impacts for children and young people irrespective of religion/belief by improving air pollution both internally (e.g. through building design) and externally (e.g. through maximising distance to roads) to reduce the risk of developing respiratory illness or difficulties later in life. It also encourages greater contact with nature, which has proven mental health benefits.</p>

<p>AAP16: Child and youth provision</p> <p>AAP16 demonstrates positive impacts for all by ensuring all young people have access to social and physical infrastructure regardless of their background. This creates safe indoor and outdoor spaces in the public realm, for children and young people to congregate and exercise for all, which promotes social cohesion. It also supports young people's independence improving their development, teaching and learning.</p> <p>The policy also places emphasis on these facilities being distributed across neighbourhoods, rather than consolidated in a single location. This encourages greater community cohesion, which has positive social impacts.</p>	<p>AAP16: Child and youth provision</p> <p>AAP16 demonstrates positive health impacts by providing new and improving existing indoor and outdoor youth and sports facilities. This promotes a healthy and active lifestyle —attendant with which are mental and physical benefits— irrespective of religion or belief.</p>
<p>Sub area and site allocations</p> <p>Each sub area will use innovative design and creative master planning to create a suitable mix of homes, work places and shops for each area. The capacity will be appropriate for the local area to ensure greater cohesion and the fostering of good relationships; this will have a positive impact for all.</p>	<p>Sub area and site allocations</p> <p>There are no specific identifiable impacts on health for Sub Areas.</p> <p>More generally, the proposed enhancements to —and delivery of new— green and open spaces within the sub areas will have positive health impacts for all.</p>
<p>Sub Area 1</p> <p>Sub Area 1 has positive impacts for all by encouraging the emerging office and creative sector to grow, through supporting business development and affordable workspace growth. More generally, this also presents positive socioeconomic impacts by attracting inward investment and new development to the OA, bringing new amenities that will complement the existing land uses, businesses and character. This will help foster good relationships for all.</p>	<p>Sub Area 1</p> <p>There are no specific identifiable positive or negative impacts on health for Sub Area 1.</p> <p>More generally, the provision of the new parks along with the Healthy Streets initiative at Mandela Way will have positive impacts for all, who will benefit from safer and healthier environments for recreation. This has positive mental and physical health effects.</p>

<p>The provision of a major new park at the heart of this particular Sub Area, along with a number of smaller parks and a change in the character of Mandela Way to a more cyclist and pedestrian friendly route, will mean people have more opportunities to spend time outdoors in social settings. This will have positive social impacts for all.</p> <p>In accordance with the Connecting Communities section of the AAP, existing places of worship within and on the cusp of the sub-area will be protected. Examples include Haddon Hall Baptist Church, Bermondsey Hall Methodist Church, the church that operates from Site Allocation OKR6 and the Old Kent Road Mosque and Islamic Cultural Centre.</p>	
<p>Sub Area 2</p> <p>In delivering a range of new community uses, and supporting the continued successful functioning of existing ones, Sub Area 2 demonstrates positive impacts for all. These facilities –which include LEX and the Mosque and Islamic Cultural Centre, as well as those required by site allocations OKR10 and OKR11– will offer education, leisure and social opportunities to the resident population. Creating community spaces for residents to meet, congregate and exercise in this way promotes community cohesion. This has positive impacts for all.</p> <p>The proposed partial closure of Marlborough Grove to vehicular traffic, which will create space for a park as well as more generous circulation and dwell/recreation space for people, will enhance accessibility for all. Similar effects will be achieved by the proposed pocket parks and the Surrey Canal Park. All of these interventions will foster greater engagement in social and community life.</p>	<p>Sub Area 2</p> <p>There are no specific identifiable positive or negative impacts on health for Sub Area 2.</p> <p>More generally, the investment in new parks and various street reconfigurations will make all residents feel more confident about (a) spending their recreation time in the public realm and (b) making journeys by active travel modes. This will have positive mental and physical health impacts.</p>

<p>Sub Area 3</p> <p>Sub Area 3 demonstrates positive impacts for all by delivering part of the greener belt, the new Linear Park, various pocket parks and a potential new lido. This delivers urban greening and green spaces for residents, to exercise, rest and play, which is safe and attractive. This encourages a healthy active, lifestyle for all.</p> <p>Positive economic impacts will be brought by, amongst other things, the High Street strategy and the sub area wide employment strategy, the latter being heavily characterised by co-location.</p> <p>The support given by the Sub-Area 3 site allocations to retaining/reproviding places of worship will reduce the risk of displacement as a result of uplift in land values. This demonstrates positive social impacts.</p>	<p>Sub Area 3</p> <p>There are no specific identifiable positive or negative impacts on health for Sub Area 3.</p> <p>More generally, however, examples of how this sub area seeks to generate positive health impacts for different groups include the Trim Trail, the provision of a new leisure centre within OKR13, and the delivery of a health hub on the northern edge of the sub area off Verney Way.</p>
<p>Sub Area 4</p> <p>Sub Area 4 demonstrates positive socioeconomic impacts for all in seeking to bring forward a mix of uses alongside new green spaces, all made highly accessible through the delivery of a BLE station. This mix of uses co-locates leisure, employment and homes to improve accessibility for all. Particularly extensive engagement has been undertaken by the Council with existing businesses in this sub area to ensure they can be re-accommodated as part of redevelopment wherever possible.</p>	<p>Sub Area 4</p> <p>There are no specific identifiable positive or negative impacts on health for Sub Area 4.</p>
<p>Sub Area 5</p> <p>Sub Area 5 demonstrates positive socioeconomic impacts for all through the promotion of railway arches as a low line to improve walkability for all. This improves the pedestrian experience,</p>	<p>Sub Area 5</p> <p>There are no specific identifiable positive or negative impacts on health for Sub Area 5.</p>

<p>making it a more attractive and safer mode of transit for all. A strong focus of the Sub-Area is business retention/relocation, to ensure that the potential negative impacts of the regeneration brought by the AAP are adequately mitigated.</p>	
<p>Equality information on which above analysis is based</p>	<p>Health data on which above analysis is based</p>
<p>The above analysis is based on equality information and health data sets as set out in:</p> <ul style="list-style-type: none"> • Appendix 3 '<i>Baseline data – Facts and Figures</i>' to the Integrated Impact Assessment (IIA) that supports the draft Old Kent Road AAP 2024 Reg 19 Submission; and • Appendix 9 '<i>Baseline Indicators Table</i>' to the Integrated Impact Assessment (IIA) that supports the draft Old Kent Road AAP 2024 Reg 19 Submission. <p>Where references are made in the above analysis to any statistical information not contained in Appendix 3 and/or 9 of the IIA, these references are supported by citations (the footnotes to these citations can be found at the bottom of the applicable page).</p> <p>It is also based on the indicators set out in the Integrated Impact Assessment (IIA). These indicators broadly apply to the Old Kent Road AAP as a whole, and also apply more specifically to each policy. These indicators are listed below. The AAP policies that significantly interrelate/respond/engage with the indicators specifically in respect of the protected characteristic of religion and belief, are listed alongside each indicator:</p> <ul style="list-style-type: none"> • IIA01: AAP3, AAP4, AAP5, AAP6, AAP7 • IIA02: AAP15, AAP16 • IIA03: AAP8, AAP9 • IIA04: AAP12 • IIA05: AAP4, AAP9, AAP15, AAP16 • IIA06: AAP8, AAP12, AAP13, AAP14 • IIA07: AAP8, AAP13, AAP14 • IIA08: AAP12, AAP13, AAP14 • IIA09: AAP12, AAP14 • IIA010: AAP14 • IIA011: AAP10, AAP11, AAP12, AAP14 • IIA012: AAP10, AAP11, AAP12, • IIA013: AAP9, AAP14 • IIA014: AAP14 • IIA015: AAP3, AAP4 • IIA016: AAP8, AAP13 • IIA017: AAP1, AAP2 	
<p>Mitigating actions to be taken</p>	

Continuously monitoring and annually reviewing our Old Kent Road AAP policies and IIA indicators, in addition to the Authority Monitoring Report (AMR).

We will continue to monitor and review the Old Kent Road AAP to ensure that the likelihood of negative impacts arising is minimal.

SEX

A man or a woman.

Societal and economic issues

Potential impacts (positive and negative) of proposed policy

Vision

The Vision demonstrates positive impacts because it addresses the need for homes and jobs in the Old Kent Road OA, ensuring that this socioeconomic growth is supported by major sustainable transport infrastructure in the form of the Bakerloop Bus and other travel enhancements (for Phase 1) and the BLE (Phase 2).

Furthermore, the Connecting Communities strand of the Vision recognises the need for more innovative approaches to supporting the positive growth of communities, in particular the hand-in-hand social and economic benefits that co-location can bring to all sections of the population.

One of the key themes of the Vision is co-location, involving the introduction of residential uses to locations that were formerly exclusively or predominantly industrial. This will make these neighbourhoods much safer places for all, but particularly women, during the day- and night-time (for example, through the presence of more active uses, the presence of increased

Health issues

Potential health impacts (positive and negative) of proposed policy

Vision

The Vision, in seeking seek to promote sustainable transport behaviours amongst all groups within the local population, demonstrates positive health impacts

It also recognises how high quality and community-oriented design, as well as the co-location of certain uses, can provide wider societal benefits for mental health and wellbeing, especially for the most vulnerable.

The delivery of the Greener Belt, which is one of the key strands of the Vision, demonstrates positive health impacts by making open spaces more attractive and easily accessible to all.

More generally, the Vision demonstrates positive health impacts because it recognises the importance of the built environment and the impact that it has, when well-designed and welcoming, on mental wellbeing.

<p>numbers of individuals in the public realm, and improved levels of natural surveillance).</p>	
<p>Strategy</p> <p>The Strategy aims to create delivery of direct benefits to the existing communities regardless of sex. It demonstrates positive social impacts by aiming to shield people from negative experiences such as feeling unsafe. One example is by creating multifunctional neighbourhoods featuring amongst other things youth facilities, shops, services and leisure opportunities linked by pleasant and well naturally-surveilled public spaces and routes; these places will help to promote feelings of security for all, but especially women.</p>	<p>Strategy</p> <p>The Old Kent Road AAP --through its policies and interventions, such as encouraging car free development and the promotion of walking and cycling-- fosters a greater sense of security, comfort and confidence when using the public realm. It will encourage in particular women to use public realm (for exercise, leisure etc.) in the day- and night-time by reducing opportunities for crime and reducing a perception of danger and hostility within external public space. This improves mental and physical wellbeing for all.</p> <p>In seeking to deliver 20,000 high-quality new homes and a range of new and enhanced parks and open spaces, the Strategy gives focus to space and 'head room', allowing residents to think, rest and enjoy their leisure time. This will improve mental health and wellbeing for all.</p>
<p>AAP1: The Masterplan</p> <p>AAP1 demonstrates positive impacts because it creates a masterplan with the capacity to meet identified need for housing, employment, infrastructure and community uses. This ensures greater access to housing and local services for all.</p>	<p>AAP1: The Masterplan</p> <p>AAP1 demonstrates positive health impacts because it will ensure health services, open spaces and new and improved sustainable transport links will be delivered in tandem with the new housing and employment. This new infrastructure will bring positive health benefits, as well as an improvement in the environmental quality across the OA more generally, which will impact positively on all.</p>
<p>AAP2: Bakerloo Line Upgrade and Extension</p> <p>AAP2 demonstrates positive impacts by supporting larger scale development throughout its lifetime with social and</p>	<p>AAP2: Bakerloo Line Upgrade and Extension</p> <p>There are no specific identifiable positive or negative impacts on health arising from AAP2.</p>

<p>physical infrastructure. Phase 1 will improve public transport accessibility for all and upgrade existing infrastructure such as buses, cycle paths, schools and health and leisure facilities for all. Phase 2 will deliver a major new piece of modern public transport infrastructure fully accessible to all, which will provide reduced travel times into central London and beyond. The two BLE stations will provide toilets, making journeys more dignified and comfortable for all, but in particular women.</p> <p>All of the above ensures equality of access to opportunity, amenities and services, and will expand socioeconomic opportunities for all.</p>	
<p>AAP3: Homes for all</p> <p>AAP3 demonstrates positive impacts for all by ensuring a diversity of types and tenures of homes to meet needs of those across the community. This ensures that residents can remain close to their families and communities.</p> <p>AAP3 also extends to Purpose Built Shared Living developments (also known as co-living), which provide private and shared spaces for single occupiers, male and female, to live as part of a community. This type of housing is an example of how, through the 'Homes for All' policy, the AAP will have positive benefits for inter- and intra-sex relations.</p>	<p>AAP3: Homes for all</p> <p>AAP3 makes this provision to contribute to a greater sense of security in the home, which has positive benefits for mental wellbeing, and improves quality of life.</p>
<p>AAP4: Student homes</p> <p>In encouraging PBSA developments to provide communal and community-facing facilities, the policy promotes good relations between all, irrespective of sex.</p> <p>Although not expressly stated, the policy enables PBSA operators to provide --if there is demand and if it is considered</p>	<p>AAP4: Student homes</p> <p>In placing emphasis on high quality design, AAP4 seeks to ensure PBSA developments provide comfortable, practical, restful and uplifting living environments for all. Additionally, the policy promotes where possible the provision of outdoor amenity space for PBSA occupiers. All of these measures</p>

<p>necessary to provide safety reassurances-- female-only floors or spaces bookable for female-only activities. Such provisions can be secured in Student Management Plans.</p>	<p>help support mental wellbeing amongst residents.</p>
<p>AAP5: Businesses and workspace - The Bow Tie</p> <p>AAP5 demonstrates positive impacts for all ages by making provisions for current business occupiers of Old Kent Road. This ensures that current and future businesses are considered in the regeneration of Old Kent Road.</p>	<p>AAP5: Businesses and workspace – The Bow Tie</p> <p>There are no specific identifiable positive or negative impacts on health for AAP5.</p>
<p>AAP6: Life sciences</p> <p>AAP6 may have positive impacts for all by bringing new life sciences business to the area, expanding and diversifying the local jobs market.</p>	<p>AAP6: Life sciences</p> <p>There are no specific identifiable positive or negative impacts on health arising from AAP6.</p>
<p>AAP7: Town centres, leisure and entertainment</p> <p>The town centre strategy seeks to retain/re-provide the various large supermarkets that line the Old Kent Road high street. In part, this is to safeguard the continued operation of free-to-access public toilets within these large retail premises (something that Policy P35 of the Southwark Plan also requires for main town centre uses that are 1,000 sq.m or more GIA). The provision of public toilets makes for a more comfortable and dignified town centre experience for all, in particular women. This has positive social impacts.</p>	<p>AAP7: Town centres, leisure and entertainment</p> <p>In seeking to deliver an accessible town centre with a range of services and facilities, AAP7 will help local residents avoid loneliness and isolation. It will, therefore, have positive mental health benefits for both men and women, the rates of chronic loneliness for whom are 6.3% and 7.7% respectively¹⁴.</p> <p>In aiming to transform the high street into a new destination which:</p> <ul style="list-style-type: none"> • connects neighbourhoods on both sides of the Old Kent Road high street; and • is much more directly connected to the surrounding neighbourhoods via the various Town Centre Links; <p>journeys on foot/bike to the town centre will become more appealing with a</p>

¹⁴ 'The State of Loneliness 2023: ONS data on loneliness in Britain June 2023', accessible from: <https://www.campaigntoendloneliness.org/wp-content/uploads/The-State-of-Loneliness-2023-ONS-data-on-loneliness-in-Britain.pdf>

	<p>greater perception of safety. This will have positive physical health benefits for all, but importantly women, by making them feel more confident to walk or cycle to the high street.</p>
<p>AAP8: Movement - People, Place and Experience</p> <p>AAP8 demonstrates positive impacts for all because it aims to make active and public modes of travel more accessible, both physically/practicably and in terms of proximity to public transport modes. Financial contributions will be sought from applicants where appropriate to improve access to public transport (examples of such investment being improved bus services and new/expanded cycle hire stations). This improves accessibility and mobility for all, which potentially impacts positively in terms of socioeconomic participation and opportunities.</p>	<p>AAP8: Movement - People, Place and Experience</p> <p>One of the key components of AAP8 is promoting a change in travel habits to more active modes of transport. It seeks to do this by, amongst other things, promoting a shift to electric vehicles, delivering more attractive options for cycling and walking, and implementing a CPZ across the entire OA. The policy also seeks to reduce and consolidate commercial deliveries. In these ways, AAP8 will promote healthier lifestyles and (by reducing combustion) tackle air and noise pollution for all.</p>
<p>AAP9: The Greener Belt - Parks and healthy streets</p> <p>AAP9 delivers a new network of green links and streets across the Old Kent Road OA, improving the ease and comfort with which pedestrians and cyclists can move through the area. By creating a network of green and open spaces, some of which are enhanced and some of which are entirely new, the policy increases accessibility to open space for all to ensure equality of access and opportunity.</p> <p>The policy includes 'Principles' sections that advise developers on the types of facilities that would make for high-quality, engaging and appealing playspace. Implicitly, this includes thinking about how playspace can be designed to appeal to girls as much as boys. This has positive social benefits.</p>	<p>AAP9: The Greener Belt - Parks and healthy streets</p> <p>There are no specific health impacts arising from AAP9.</p> <p>However, more generally, AAP9 delivers positive health benefits by creating green spaces for safe and accessible exercise and leisure for all. Public toilets are also planned for Frensham Street Park, making time spent in green/open public space a more dignified and comfortable experience for all, especially women. This promotes greater physical and mental health and wellbeing.</p>

<p>AAP10: Tall buildings strategy - The Stations and the Crossings</p> <p>AAP10 illustrates positive impacts for all by creating a strategy to ensure tall buildings are built in the right places to benefit everyone. It also ensures that the tall buildings deliver considerable public benefits.</p>	<p>AAP10: Tall buildings strategy - The Stations and the Crossings</p> <p>There are no specific identifiable positive or negative impacts on health arising from AAP10.</p>
<p>AAP11: Character and heritage</p> <p>AAP11 illustrates positive impacts for all by preserving and enhancing listed buildings, conservation areas and their settings and locally important historic buildings. This ensures a strong sense of place and identity for all.</p>	<p>AAP11: Character and heritage</p> <p>There are no specific identifiable positive or negative impacts on health arising from AAP11.</p>
<p>AAP12: Design</p> <p>AAP12 demonstrates positive impacts for all by requiring good design to maintain the character of the Old Kent Road but also contribute to a more vibrant, attractive and healthy townscape. The policy sets out that development must provide accessible and inclusive design for all. This includes ensuring places (internal and external) are well-lit and naturally-surveilled, with opportunities for crime designed-out, which has positive social impacts for all but particularly women.</p>	<p>AAP12: Design</p> <p>There are no specific identifiable positive or negative impacts on health arising from AAP12.</p> <p>More generally, the policy's focus on creating walkable and permeable neighbourhoods will encourage greater rates of non-vehicular travel, helping all to lead healthier lifestyles.</p>
<p>AAP13: Climate Emergency</p> <p>AAP13 demonstrates positive impacts for all by ensuring new development responds to the climate emergency through reducing carbon across matters of design, construction, building operation, whole life cycle and transport. This has secondary impacts by:</p> <ul style="list-style-type: none"> • improving air quality; • creating more efficient and less energy-consumptive buildings (attendant with which may be a reduction in residents' bills); and • reducing global warming. 	<p>AAP13: Climate Emergency</p> <p>There are no specific identifiable positive or negative impacts on health arising from AAP13.</p> <p>There are more general health benefits surrounding air quality and the promotion of active travel, all of which contributes to health and wellbeing.</p>

<p>All of the aforementioned have beneficial impacts for all.</p>	
<p>AAP14: Water management, air and noise quality</p> <p>AAP14 illustrates positive impacts by ensuring development has met high environmental standards and promoting more active, public and sustainable travel modes to reduce pollution. This policy aims to improve these conditions to ensure a cleaner and greener environment.</p>	<p>AAP14: Water management, air and noise quality</p> <p>AAP14 illustrates positive health benefits for all because it works to improve air quality and create high quality green and open spaces, while also reducing the risk of flooding.</p> <p>The policy also requires co-location to be carefully considered so that neighbourhoods are liveable places where residents can walk or cycle to workplaces, daycare and educational institutions easily and safely. Furthermore, it reinforces high standards of residential design to ensure that homes, including homes colocated with industry, provide environmentally comfortable living conditions (i.e. minimal odour, dust, vibration and acoustic disturbance), which is critical to physical and mental wellbeing.</p> <p>Having improved open spaces and environmental quality promotes healthier and more active lifestyles amongst all groups within the local population.</p>
<p>AAP15: Great start in life</p> <p>AAP15 illustrates positive impacts for all because it provides learning and education facilities for the young, for the mature, and for continuous adult learning. This ensures equality of opportunity for all, by improving access to education. This then ensures a higher skilled workforce and boosts employability, while also reducing unemployment and providing new opportunities for all.</p>	<p>AAP15: Great start in life</p> <p>AAP15 demonstrates positive health impacts for children and young people by improving air pollution both internally (e.g. through building design) and externally (e.g. through maximising distance to roads) to reduce the risk of developing respiratory illness or difficulties later in life. It also encourages greater contact with nature, which has proven mental health benefits.</p>
<p>AAP16: Child and youth provision</p>	<p>AAP16: Child and youth provision</p>

<p>AAP16 demonstrates positive impacts for all by ensuring all young people have access to social and physical infrastructure regardless of their background. This creates safe indoor and outdoor spaces in the public realm, for children and young people to congregate and exercise for all, which promotes social cohesion. It also supports young people's independence improving their development, teaching and learning.</p> <p>Implicitly, the policy encourages thinking about how youth facilities can be designed to appeal to girls as much as boys.</p> <p>The policy also places emphasis on these facilities being affordable distributed across neighbourhoods, rather than consolidated in a single location. This encourages greater community cohesion, which has positive social impacts.</p>	<p>AAP16 demonstrates positive health impacts by providing new and improving existing indoor and outdoor youth and sports facilities. This promotes a healthy and active lifestyle —attendant with which are mental and physical benefits— irrespective of sex.</p>
<p>Sub area and site allocations</p> <p>Each sub area will use innovative design and creative master planning to create a suitable mix of homes, work places and shops for each area. The capacity will be appropriate for the local area to ensure greater cohesion and the fostering of good relationships; this will have a positive impact for all.</p>	<p>Sub area and site allocations</p> <p>There are no specific identifiable impacts on health for Sub Areas.</p> <p>More generally, the proposed enhancements to –and delivery of new– green and open spaces within the sub areas will have positive health impacts for all.</p>
<p>Sub Area 1</p> <p>Sub area 1 has positive impacts for all by encouraging the emerging office and creative sector to grow, through supporting business development and affordable workspace growth. More generally, this also presents positive socioeconomic impacts by attracting inward investment and new development to the OA, bringing new amenities that will complement the</p>	<p>Sub Area 1</p> <p>There are no specific identifiable positive or negative impacts on health for Sub Area 1.</p> <p>More generally, the provision of the new parks along with the Healthy Streets initiative at Mandela Way will have positive impacts for all, who will benefit from safer and healthier environments</p>

<p>existing land uses, businesses and character. This will help foster good relationships for all.</p> <p>The provision of a major new park at the heart of this particular Sub Area, along with a number of smaller parks and a change in the character of Mandela Way to a more cyclist and pedestrian friendly route, will mean people have more opportunities to spend time outdoors in social settings. This will have positive social impacts for all.</p>	<p>for recreation. This has positive mental and physical health effects.</p>
<p>Sub Area 2</p> <p>In delivering a range of new community uses, and supporting the continued successful functioning of existing ones, Sub Area 2 demonstrates positive impacts for all. These facilities –which include LEX and the Mosque and Islamic Cultural Centre, as well as those required by site allocations OKR10 and OKR11– will offer education, leisure and social opportunities to the resident population. Creating community spaces for residents to meet, congregate and exercise in this way promotes community cohesion. This has positive impacts for all.</p> <p>The proposed partial closure of Marlborough Grove to vehicular traffic, which will create space for a park as well as more generous circulation and dwell/recreation space for people, will enhance accessibility for all. Similar effects will be achieved by the proposed pocket parks and the Surrey Canal Park. All of these interventions will foster greater engagement in social and community life.</p>	<p>Sub Area 2</p> <p>There are no specific identifiable positive or negative impacts on health for Sub Area 2.</p> <p>More generally, the investment in new parks and various street reconfigurations will make all residents feel more confident about (a) spending their recreation time in the public realm and (b) making journeys by active travel modes. This will have positive mental and physical health impacts.</p>
<p>Sub Area 3</p> <p>Sub Area 3 demonstrates positive impacts for all by delivering part of the greener belt, the new Linear Park and the Trim Trail. A lido may also be</p>	<p>Sub Area 3</p> <p>There are no specific identifiable positive or negative impacts on health for Sub Area 3.</p>

<p>delivered within site allocation OKR13. This delivers urban greening, green spaces and other recreational spaces where residents can exercise, rest and play. All of these spaces will be safe, attractive and designed to be fully accessible. These facilities will not only encourage a healthy active and lifestyle for all, but will also promote social and community cohesion.</p> <p>Positive economic impacts will be brought by, amongst other things, the High Street strategy and the sub area wide employment strategy, the latter being heavily characterised by co-location.</p>	<p>More generally, however, examples of how this sub area seeks to generate positive health impacts for different groups include the Trim Trail, the provision of a new leisure centre within OKR13, and the delivery of a health hub on the northern edge of the sub area off Verney Way.</p>
<p>Sub Area 4</p> <p>Sub Area 4 demonstrates positive socioeconomic impacts for all in seeking to bring forward a mix of uses alongside new green spaces, all made highly accessible through the delivery of a BLE station. This mix of uses co-locates leisure, employment and homes to improve accessibility for all. Particularly extensive engagement has been undertaken by the Council with existing businesses in this sub area to ensure they can be re-accommodated as part of redevelopment wherever possible.</p>	<p>Sub Area 4</p> <p>There are no specific identifiable positive or negative impacts on health for Sub Area 4.</p>
<p>Sub Area 5</p> <p>Sub Area 5 demonstrates positive socioeconomic impacts for all through the promotion of railway arches as a low line to improve walkability for all. This improves the pedestrian experience, making it a more attractive and safer mode of transit for all. A strong focus of the Sub-Area is business retention/relocation, to ensure that the potential negative impacts of the regeneration brought by the AAP are adequately mitigated.</p>	<p>Sub Area 5</p> <p>There are no specific identifiable positive or negative impacts on health for Sub Area 5.</p>

Equality information on which above analysis is based	Health data on which above analysis is based
<p>The above analysis is based on equality information and health data sets as set out in:</p> <ul style="list-style-type: none"> • Appendix 3 '<i>Baseline data – Facts and Figures</i>' to the Integrated Impact Assessment (IIA) that supports the draft Old Kent Road AAP 2024 Reg 19 Submission; and • Appendix 9 '<i>Baseline Indicators Table</i>' to the Integrated Impact Assessment (IIA) that supports the draft Old Kent Road AAP 2024 Reg 19 Submission. <p>Where references are made in the above analysis to any statistical information not contained in Appendix 3 and/or 9 of the IIA, these references are supported by citations (the footnotes to these citations can be found at the bottom of the applicable page).</p> <p>It is also based on the indicators set out in the Integrated Impact Assessment (IIA). These indicators broadly apply to the Old Kent Road AAP as a whole, and also apply more specifically to each policy. These indicators are listed below. The AAP policies that significantly interrelate/respond/engage with the indicators specifically in respect of the protected characteristic of sex, are listed alongside each indicator:</p> <ul style="list-style-type: none"> • IIA01: AAP3, AAP4, AAP5, AAP6, AAP7 • IIA02: AAP15, AAP16 • IIA03: AAP8, AAP9 • IIA04: AAP12 • IIA05: AAP4, AAP9, AAP15, AAP16 • IIA06: AAP8, AAP12, AAP13, AAP14 • IIA07: AAP8, AAP13, AAP14 • IIA08: AAP12, AAP13, AAP14 • IIA09: AAP12, AAP14 • IIA010: AAP14 • IIA011: AAP10, AAP11, AAP12, AAP14 • IIA012: AAP10, AAP11, AAP12, • IIA013: AAP9, AAP14 • IIA014: AAP14 • IIA015: AAP3, AAP4 • IIA016: AAP8, AAP13 • IIA017: AAP1, AAP2 	
<p>Mitigating actions to be taken</p>	
<p>Continuously monitoring and annually reviewing our Old Kent Road AAP policies and IIA indicators, in addition to the Authority Monitoring Report (AMR).</p> <p>We will continue to monitor and review the Old Kent Road AAP to ensure that the likelihood of negative impacts arising is minimal.</p>	

<u>SEXUAL ORIENTATION</u>	
Whether a person's sexual attraction is towards their own sex, the opposite sex or to both sexes.	
Societal and economic issues	Health issues
Potential impacts (positive and negative) of proposed policy	Potential impacts (positive and negative) of proposed policy
Vision	Vision
<p>The Vision demonstrates positive impacts because it addresses the need for homes and jobs in the Old Kent Road OA, ensuring that this socioeconomic growth is supported by major sustainable transport infrastructure in the form of the Bakerloop Bus and other travel enhancements (for Phase 1) and the BLE (Phase 2).</p> <p>Furthermore, the Connecting Communities strand of the Vision recognises the need for more innovative approaches to supporting the positive growth of communities, in particular the hand-in-hand social and economic benefits that co-location can bring to all sections of the population.</p>	<p>The Vision, in seeking seek to promote sustainable transport behaviours amongst all groups within the local population, demonstrates positive health impacts</p> <p>It also recognises how high quality and community-oriented design, as well as the co-location of certain uses, can provide wider societal benefits for mental health and wellbeing, especially for the most vulnerable.</p> <p>The delivery of the Greener Belt, which is one of the key strands of the Vision, demonstrates positive health impacts by making open spaces more attractive and easily accessible to all.</p> <p>More generally, the Vision demonstrates positive health impacts because it recognises the importance of the built environment and the impact that it has, when well-designed and welcoming, on mental wellbeing.</p>
Strategy	Strategy
The Strategy aims to create delivery of direct benefits to the existing communities regardless of sexual orientation. It demonstrates positive social impacts by aiming to shield people from negative experiences such as feeling unsafe. One example is by creating multifunctional neighbourhoods featuring amongst other things youth facilities, shops, services and leisure	The Old Kent Road AAP --through its policies and interventions, such as encouraging car free development and the promotion of walking and cycling-- fosters a greater sense of security, comfort and confidence when using the public realm. It will encourage in particular women to use public realm (for exercise, leisure etc.) in the day- and night-time by reducing opportunities

<p>opportunities linked by pleasant and well naturally-surveilled public spaces and routes; these places will help to promote feelings of security for all.</p>	<p>for crime and reducing a perception of danger and hostility within external public space. This improves mental and physical wellbeing for all.</p> <p>In seeking to deliver 20,000 high-quality new homes and a range of new and enhanced parks and open spaces, the Strategy gives focus to space and ‘head room’, allowing residents to think, rest and enjoy their leisure time. This will improve mental health and wellbeing for all.</p>
<p>AAP1: The Masterplan</p> <p>AAP1 demonstrates positive impacts because it creates a masterplan with the capacity to meet identified need for housing, employment, infrastructure and community uses. This ensures greater access to housing and local services for all.</p>	<p>AAP1: The Masterplan</p> <p>AAP1 demonstrates positive health impacts because it will ensure health services, open spaces and new and improved sustainable transport links will be delivered in tandem with the new housing and employment. This new infrastructure will bring positive health benefits, as well as an improvement in the environmental quality across the OA more generally, which will impact positively on all.</p>
<p>AAP2: Bakerloo Line Upgrade and Extension</p> <p>AAP2 demonstrates positive impacts by supporting larger scale development throughout its lifetime with social and physical infrastructure. Phase 1 will improve public transport accessibility for all and upgrade existing infrastructure such as buses, cycle paths, schools and health and leisure facilities for all. Phase 2 will deliver a major new piece of modern public transport infrastructure fully accessible to all, which will provide reduced travel times into central London and beyond.</p> <p>All of the above ensures equality of access to opportunity, amenities and services, and will expand socioeconomic opportunities for all.</p>	<p>AAP2: Bakerloo Line Upgrade and Extension</p> <p>There are no specific identifiable positive or negative impacts on health arising from AAP2.</p>

<p>AAP3: Homes for all</p> <p>AAP3 demonstrates positive impacts for all by ensuring a diversity of types and tenures of homes to meet needs of those across the community. This ensures that residents can remain close to their families and communities.</p>	<p>AAP3: Homes for all</p> <p>AAP3 makes this provision to contribute to a greater sense of security in the home, which has positive benefits for mental wellbeing, and improves quality of life.</p>
<p>AAP4: Student homes</p> <p>In encouraging PBSA developments to provide communal and community-facing facilities, the policy promotes good relations between all, irrespective of sexual orientation.</p>	<p>AAP4: Student homes</p> <p>In placing emphasis on high quality design, AAP4 seeks to ensure PBSA developments provide comfortable, practical, restful and uplifting living environments for all. Additionally, the policy promotes where possible the provision of outdoor amenity space for PBSA occupiers. All of these measures help support mental wellbeing amongst residents.</p>
<p>AAP5: Businesses and workspace - The Bow Tie</p> <p>AAP5 demonstrates positive impacts for all ages by making provisions for current business occupiers of Old Kent Road. This ensures that current and future businesses are considered in the regeneration of Old Kent Road.</p>	<p>AAP5: Businesses and workspace – The Bow Tie</p> <p>There are no specific identifiable positive or negative impacts on health for AAP5.</p>
<p>AAP6: Life sciences</p> <p>AAP6 may have positive impacts for all by bringing new life sciences business to the area, expanding and diversifying the local jobs market.</p>	<p>AAP6: Life sciences</p> <p>There are no specific identifiable positive or negative impacts on health arising from AAP6.</p>
<p>AAP6: Town centres, leisure and entertainment</p> <p>AAP6 illustrates positive impacts for all because it provides more spaces for social interaction in a pleasant environment, with more neighbourhood events and cultural activities.</p>	<p>AAP6: Town centres, leisure and entertainment</p> <p>There are no specific identifiable positive or negative impacts on health for AAP6.</p>
<p>AAP7: Town centre, leisure and entertainment</p>	<p>AAP7: Town centre, leisure and entertainment</p>

<p>AAP7 aims to transform town centres. This illustrates positive impacts for those of all ages because it aims to deliver a range of shops and amenities to meet daily needs, clustered in two key locations benefiting from high public transport accessibility and high quality and inclusive public realm. By locating essential amenities together it improves accessibility for all.</p>	<p>In seeking to deliver an accessible town centre with a range of services and facilities, AAP7 will help local residents avoid loneliness and isolation. It will, therefore, have positive mental health benefits.</p>
<p>AAP8: Movement - People, Place and Experience</p> <p>AAP8 demonstrates positive impacts for all because it aims to make active and public modes of travel more accessible, both physically/practicably and in terms of proximity to public transport modes. Financial contributions will be sought from applicants where appropriate to improve access to public transport (examples of such investment being improved bus services and new/expanded cycle hire stations). This improves accessibility and mobility for all, which potentially impacts positively in terms of socioeconomic participation and opportunities.</p>	<p>AAP8: Movement - People, Place and Experience</p> <p>One of the key components of AAP8 is promoting a change in travel habits to more active modes of transport. It seeks to do this by, amongst other things, promoting a shift to electric vehicles, delivering more attractive options for cycling and walking, and implementing a CPZ across the entire OA. The policy also seeks to reduce and consolidate commercial deliveries. In these ways, AAP8 will promote healthier lifestyles and (by reducing combustion) tackle air and noise pollution for all.</p>
<p>AAP9: The Greener Belt - Parks and healthy streets</p> <p>AAP9 delivers a new network of green links and streets across the Old Kent Road OA, improving the ease and comfort with which pedestrians and cyclists can move through the area. The policy also increases accessibility to open space for all.</p>	<p>AAP9: The Greener Belt - Parks and healthy streets</p> <p>There are no specific health impacts arising from AAP9.</p> <p>However, more generally, AAP9 delivers positive health benefits by creating green spaces for safe and accessible exercise and leisure for all. This promotes greater physical and mental health and wellbeing.</p>
<p>AAP10: Tall buildings strategy - The Stations and the Crossings</p> <p>AAP10 illustrates positive impacts for all by creating a strategy to ensure tall buildings are built in the right places to</p>	<p>AAP10: Tall buildings strategy - The Stations and the Crossings</p> <p>There are no specific identifiable positive or negative impacts on health arising from AAP10.</p>

<p>benefit everyone. It also ensures that the tall buildings deliver considerable public benefits.</p>	
<p>AAP11: Character and heritage</p> <p>AAP11 illustrates positive impacts for all by preserving and enhancing listed buildings, conservation areas and their settings and locally important historic buildings. This ensures a strong sense of place and identity for all.</p>	<p>AAP11: Character and heritage</p> <p>There are no specific identifiable positive or negative impacts on health arising from AAP11.</p>
<p>AAP12: Design</p> <p>AAP12 demonstrates positive impacts for all by requiring good design to maintain the character of the Old Kent Road but also contribute to a more vibrant, attractive and healthy townscape. The policy sets out that development must provide accessible and inclusive design for all.</p>	<p>AAP12: Design</p> <p>There are no specific identifiable positive or negative impacts on health arising from AAP12.</p> <p>More generally, the policy's focus on creating walkable and permeable neighbourhoods will encourage greater rates of non-vehicular travel, helping all to lead healthier lifestyles.</p>
<p>AAP13: Climate Emergency</p> <p>AAP13 demonstrates positive impacts for all by ensuring new development responds to the climate emergency through reducing carbon across matters of design, construction, building operation, whole life cycle and transport. This has secondary impacts by:</p> <ul style="list-style-type: none"> • improving air quality; • creating more efficient and less energy-consumptive buildings (attendant with which may be a reduction in residents' bills); and • reducing global warming. <p>All of the aforementioned have beneficial impacts for all.</p>	<p>AAP13: Climate Emergency</p> <p>There are no specific identifiable positive or negative impacts on health arising from AAP13.</p> <p>There are more general health benefits surrounding air quality and the promotion of active travel, all of which contributes to health and wellbeing.</p>
<p>AAP14: Water management, air and noise quality</p> <p>AAP14 aims to illustrate positive impacts by ensuring development has</p>	<p>AAP14: Water management, air and noise quality</p> <p>AAP14 illustrates positive health benefits for all because it works to</p>

<p>met high environmental standards and promoting more active, public and sustainable travel modes to reduce pollution. This policy aims to improve these conditions to ensure a cleaner and greener environment.</p>	<p>improve air quality and create high quality green and open spaces, while also reducing the risk of flooding.</p> <p>The policy also requires co-location to be carefully considered so that neighbourhoods are liveable places where residents can walk or cycle to workplaces, daycare and educational institutions easily and safely. Furthermore, it reinforces high standards of residential design to ensure that homes, including homes colocated with industry, provide environmentally comfortable living conditions (i.e. minimal odour, dust, vibration and acoustic disturbance), which is critical to physical and mental wellbeing.</p> <p>Having improved open spaces and environmental quality promotes healthier and more active lifestyles amongst all groups within the local population.</p>
<p>AAP15: Great start in life</p> <p>AAP15 demonstrates positive impacts for all by providing accessible and affordable access to youth facilities. The aim of this policy is to support the freedom of children and young people to occupy and move around the public realm independently. This encourages greater community cohesion and supports children and young people's independence improving their development, teaching and learning.</p>	<p>AAP15: Great start in life</p> <p>AAP15 demonstrates positive health impacts for children and young people by improving air pollution both internally and externally to reduce the risk of developing respiratory illness or difficulties later in life.</p>
<p>AAP16: Child and youth provision</p> <p>AAP16 demonstrates positive impacts for all by ensuring all young people have access to social and physical infrastructure regardless of their background. This creates safe indoor and outdoor spaces in the public realm, for children and young people to</p>	<p>AAP16: Child and youth provision</p> <p>AAP16 demonstrates positive health impacts by providing new and improving existing indoor and outdoor youth and sports facilities. This promotes a healthy, active lifestyle for all, and also promotes improved mental and physical wellbeing.</p>

<p>congregate and exercise for all, which promotes social cohesion.</p>	
<p>Sub area and site allocations</p> <p>Each sub area will use innovative design and creative master planning to create a suitable mix of homes, work places and shops for each area. The capacity will be appropriate for the local area to ensure greater cohesion and the fostering of good relationships; this will have a positive impact for all.</p>	<p>Sub area and site allocations</p> <p>There are no specific identifiable impacts on health for Sub Areas.</p> <p>More generally, the proposed enhancements to –and delivery of new– green and open spaces within the sub areas will have positive health impacts for all.</p>
<p>Sub Area 1</p> <p>Sub Area 1 has positive impacts for all by encouraging the emerging office and creative sector to grow, through supporting business development and affordable workspace growth. More generally, this also presents positive socioeconomic impacts by attracting inward investment and new development to the OA, bringing new amenities that will complement the existing land uses, businesses and character. This will help foster good relationships for all.</p> <p>The provision of a major new park at the heart of this particular Sub Area, along with a number of smaller parks and a change in the character of Mandela Way to a more cyclist and pedestrian friendly route, will mean people have more opportunities to spend time outdoors in social settings. This will have positive social impacts for all.</p>	<p>Sub Area 1</p> <p>There are no specific identifiable positive or negative impacts on health for Sub Area 1.</p> <p>More generally, the provision of the new parks along with the Healthy Streets initiative at Mandela Way will have positive impacts for all, who will benefit from safer and healthier environments for recreation. This has positive mental and physical health effects.</p>
<p>Sub Area 2</p> <p>In delivering a range of new community uses, and supporting the continued successful functioning of existing ones, Sub Area 2 demonstrates positive impacts for all. These facilities –which include LEX and the Mosque and Islamic Cultural Centre, as well as those required by site allocations OKR10 and</p>	<p>Sub Area 2</p> <p>There are no specific identifiable positive or negative impacts on health for Sub Area 2.</p> <p>More generally, the investment in new parks and various street reconfigurations will make all residents feel more confident about (a) spending</p>

<p>OKR11– will offer education, leisure and social opportunities to the resident population. Creating community spaces for residents to meet, congregate and exercise in this way promotes community cohesion. This has positive impacts for all.</p> <p>The proposed partial closure of Marlborough Grove to vehicular traffic, which will create space for a park as well as more generous circulation and dwell/recreation space for people, will enhance accessibility for all. Similar effects will be achieved by the proposed pocket parks and the Surrey Canal Park. All of these interventions will foster greater engagement in social and community life.</p>	<p>their recreation time in the public realm and (b) making journeys by active travel modes. This will have positive mental and physical health impacts.</p>
<p>Sub Area 3</p> <p>Sub Area 3 demonstrates positive impacts for all by delivering part of the greener belt, the new Linear Park and the Trim Trail. A lido may also be delivered within site allocation OKR13. This delivers urban greening, green spaces and other recreational spaces where residents can exercise, rest and play. All of these spaces will be safe, attractive and designed to be fully accessible. These facilities will not only encourage a healthy active and lifestyle for all, but will also promote social and community cohesion.</p> <p>Positive economic impacts will be brought by, amongst other things, the High Street strategy and the sub area wide employment strategy, the latter being heavily characterised by co-location.</p>	<p>Sub Area 3</p> <p>There are no specific identifiable positive or negative impacts on health for Sub Area 3.</p> <p>More generally, however, examples of how this sub area seeks to generate positive health impacts for different groups include the Trim Trail, the provision of a new leisure centre within OKR13, and the delivery of a health hub on the northern edge of the sub area off Verney Way.</p>
<p>Sub Area 4</p> <p>Sub Area 4 demonstrates positive socioeconomic impacts for all in seeking to bring forward a mix of uses alongside new green spaces, all made highly</p>	<p>Sub Area 4</p> <p>There are no specific identifiable positive or negative impacts on health for Sub Area 4.</p>

<p>accessible through the delivery of a BLE station. This mix of uses co-locates leisure, employment and homes to improve accessibility for all. Particularly extensive engagement has been undertaken by the Council with existing businesses in this sub area to ensure they can be re-accommodated as part of redevelopment wherever possible.</p>	
<p>Sub Area 5</p> <p>Sub Area 5 demonstrates positive socioeconomic impacts for all through the promotion of railway arches as a low line to improve walkability for all. This improves the pedestrian experience, making it a more attractive and safer mode of transit for all. A strong focus of the Sub-Area is business retention/relocation, to ensure that the potential negative impacts of the regeneration brought by the AAP are adequately mitigated.</p>	<p>Sub Area 5</p> <p>There are no specific identifiable positive or negative impacts on health for Sub Area 5.</p>
<p>Equality information on which above analysis is based</p>	<p>Health data on which above analysis is based</p>
<p>The above analysis is based on equality information and health data sets as set out in:</p> <ul style="list-style-type: none"> • Appendix 3 '<i>Baseline data – Facts and Figures</i>' to the Integrated Impact Assessment (IIA) that supports the draft Old Kent Road AAP 2024 Reg 19 Submission; and • Appendix 9 '<i>Baseline Indicators Table</i>' to the Integrated Impact Assessment (IIA) that supports the draft Old Kent Road AAP 2024 Reg 19 Submission. <p>Where references are made in the above analysis to any statistical information not contained in Appendix 3 and/or 9 of the IIA, these references are supported by citations (the footnotes to these citations can be found at the bottom of the applicable page).</p> <p>It is also based on the indicators set out in the Integrated Impact Assessment (IIA). These indicators broadly apply to the Old Kent Road AAP as a whole, and also apply more specifically to each policy. These indicators are listed below. The AAP policies that significantly interrelate/respond/engage with the indicators specifically in respect of the protected characteristic of sexual orientation, are listed alongside each indicator:</p> <ul style="list-style-type: none"> • IIA01: AAP3, AAP4, AAP5, AAP6, AAP7 • IIA02: AAP15, AAP16 • IIA03: AAP8, AAP9 	

- IIA04: AAP12
- IIA05: AAP4, AAP9, AAP15, AAP16
- IIA06: AAP8, AAP12, AAP13, AAP14
- IIA07: AAP8, AAP13, AAP14
- IIA08: AAP12, AAP13, AAP14
- IIA09: AAP12, AAP14
- IIA010: AAP14
- IIA011: AAP10, AAP11, AAP12, AAP14
- IIA012: AAP10, AAP11, AAP12,
- IIA013: AAP9, AAP14
- IIA014: AAP14
- IIA015: AAP3, AAP4
- IIA016: AAP8, AAP13
- IIA017: AAP1, AAP2

Mitigating actions to be taken

Continuously monitoring and annually reviewing our Old Kent Road AAP policies and IIA indicators, in addition to the Authority Monitoring Report (AMR).

We will continue to monitor and review the Old Kent Road AAP to ensure that the likelihood of negative impacts arising is minimal.

SOCIOECONOMIC DISADVANTAGE

Although the Equality Act 2010 does not include socioeconomic status as one of the protected characteristics, Southwark Council recognises that this continues to be a major cause of inequality in the borough. Socioeconomic status is the measure of an area's, an individual's or families economic and social position in relation to others, based on income, education, health, living conditions and occupation.

Societal and economic issues

Potential impacts (positive and negative) of proposed policy

Societal and economic issues

Potential health impacts (positive and negative) of proposed policy

Vision

The Vision demonstrates positive impacts because it addresses the need for homes and jobs in the Old Kent Road OA, ensuring that this socioeconomic growth is supported by major sustainable transport infrastructure in the form of the Bakerloop Bus and other travel

Vision

The Vision, in seeking seek to promote sustainable transport behaviours amongst all groups within the local population, demonstrates positive health impacts

It also recognises how high quality and community-oriented design, as well as

<p>enhancements (for Phase 1) and the BLE (Phase 2). As the Vision expressly states, it aims to deliver positive benefits through “delivering enviable economic and cultural capital opportunity for all and not just privileged few”, in so doing fighting socioeconomic disadvantage.</p> <p>Furthermore, the Connecting Communities strand of the Vision recognises the need for more innovative approaches to supporting the positive growth of communities, in particular the hand-in-hand social and economic benefits that co-location can bring to all sections of the population.</p>	<p>the co-location of certain uses, can provide wider societal benefits for mental health and wellbeing, especially for those who suffer from socioeconomic disadvantage.</p> <p>The delivery of the Greener Belt, which is one of the key strands of the Vision, demonstrates positive health impacts by making open spaces more attractive and easily accessible to all, irrespective of socioeconomic status.</p> <p>More generally, the Vision demonstrates positive health impacts because it recognises the importance of the built environment and the impact that it has, when well-designed and welcoming, on mental wellbeing.</p>
<p>Strategy</p> <p>The AAP delivers positive impacts by recognising the need for affordable homes. The Strategy sets out a 35% requirement for affordable new homes, with an aim to deliver 7,000 affordable homes in total. This will have direct positive impacts for lower-income households in the OA.</p> <p>The AAP, in seeking to create 10,000 new jobs (including training/employment opportunities in higher paid sectors), will deliver positive economic impacts for the resident population. This will help tackle socioeconomic disadvantage.</p> <p>The delivery of the BLE, with its two proposed stations (‘Old Kent Road’ and ‘Burgess Park’) will bring major inward investment during and post-completion, as identified in the Hatch Study entitled “Moving London Forward Bakerloo Line Upgrade and Extension”, produced and published in 2024. For those who live within reach of the existing Bakerloo Line (47% of whom are within the top 30% most deprived communities in</p>	<p>Strategy</p> <p>The positive health impacts of addressing the issue of affordability in housing arise from a greater sense of security that will encourage improved mental health and wellbeing.</p> <p>The Old Kent Road AAP --through its policies and interventions, such as encouraging car free development and the promotion of walking and cycling-- fosters a greater sense of security, comfort and confidence when using the public realm. This improves mental wellbeing for all.</p> <p>In seeking to deliver 20,000 high-quality new homes and a range of new and enhanced parks and open spaces, the Strategy gives focus to space and ‘head room’, allowing residents to think, rest and enjoy their leisure time. This is particularly important in the Old Kent Road OA, where living environment quality scores poorly in the IMD; the socioeconomically disadvantaged are likely to be particularly affected by this. The environmental improvements will,</p>

<p>England) this would have positive socioeconomic impacts on a transformative scale¹⁵.</p>	<p>therefore, improve mental health and wellbeing for all.</p>
<p>AAP1: The Masterplan</p> <p>AAP1 demonstrates positive impacts because it creates a masterplan with the capacity to meet identified need for housing, employment, infrastructure and community uses. This ensures greater access to housing and local services for all.</p> <p>Although regeneration causes land and property values to rise, attendant with which is usually an increase in rent rates charged by private sector landlords, the masterplan provides mitigation against this negative impact by delivering 7,000 affordable homes. These homes will be available to those in greatest need and suffering most from housing insecurity.</p>	<p>AAP1: The Masterplan</p> <p>AAP1 demonstrates positive health impacts because it will ensure health services, open spaces and new and improved sustainable transport links will be delivered in tandem with the new housing and employment. This new infrastructure will bring positive health benefits, as well as an improvement in the environmental quality across the OA more generally, which will impact positively on all groups.</p>
<p>AAP2: Bakerloo Line Extension and Infrastructure</p> <p>AAP2 demonstrates positive impacts by supporting larger scale development throughout its lifetime with social and physical infrastructure. These upgrades will improve public transport accessibility for all and upgrade existing infrastructure such as buses, cycle paths, schools and health and leisure facilities for all. This ensures equality of access to opportunity, amenities and services for all.</p>	<p>AAP2: Bakerloo Line Extension and Infrastructure</p> <p>New and improved public transport infrastructure will reduce reliance on private motor vehicles, in turn improving air quality and health outcomes for all.</p>
<p>AAP3: Homes for all</p> <p>AAP3 demonstrates positive commitments because it aims to deliver more affordable housing across a</p>	<p>AAP3: Homes for all</p> <p>AAP3, by seeking to deliver high quality housing for those of all ages, including specialist (sometime managed) forms of</p>

¹⁵ 'Moving London Forward Bakerloo Line Upgrade and Extension', accessible from https://centrallondonforward.gov.uk/wp-content/uploads/2024/02/Page-Numbers-revised-H372051_REP_001F_Bakerloo-Extension-Revised_Digital.pdf

<p>broader range of tenures to meet individuals' and families' needs regardless of socioeconomic background. Furthermore these homes will be high quality and the tenures will be undetectable. This is particularly relevant to the Old Kent Road OA, where of all seven indices of deprivation, the 2019 IMD found "quality of living environment" to be the poorest performing metric in this location</p>	<p>housing for mature citizens, will provide comfortable living environments where residents feel a greater sense of security in their home. This has positive benefits for mental wellbeing, and improves quality of life.</p>
<p>AAP4: Student homes</p> <p>AAP4 demonstrates positive economic impacts by encouraging investment from higher education providers, who make a significant contribution to the borough's economy and labour market.</p>	<p>AAP4: Student homes</p> <p>There are no specific identifiable positive or negative impacts on health arising from AAP4.</p>
<p>AAP5: Businesses and workspace - The Bow Tie</p> <p>AAP5 demonstrates positive socioeconomic impacts for people of working age by making provisions for current business occupiers of the Old Kent Road OA. The policy ensures that current and future businesses are considered in the regeneration of Old Kent Road OA. The 10,00 new jobs brought by the AAP will have direct economic impacts, by providing local people with a greater number of employment opportunities within close reach of their home.</p>	<p>AAP5: Businesses and workspace - The Bow Tie</p> <p>There are no specific identifiable positive or negative impacts on health arising from AAP5.</p>
<p>AAP6: Life sciences</p> <p>AAP6 will have positive impacts for those of working age because it will complement and support existing business in the life sciences and related sectors, while also bringing new life sciences business to the area, expanding and diversifying the local jobs market. Importantly, these new employment opportunities for local people will be in a higher skilled and paid sector.</p>	<p>AAP6: Life sciences</p> <p>There are no specific identifiable positive or negative impacts on health arising from AAP6.</p>

<p>AAP7: Town centres, leisure and entertainment</p> <p>AAP7 illustrates positive impacts for all by making provisions for smaller local shops and community facilities in two town centres, making these hubs easily accessible by non-vehicular forms of transport from all neighbourhoods within the OA. This ensures greater accessibility for all to a range of shops, services and recreational/leisure outlets.</p>	<p>AAP7: Town centres, leisure and entertainment</p> <p>In seeking to deliver an accessible town centre with a range of services and facilities, AAP7 will help local residents avoid loneliness and isolation. It will, therefore, have positive mental health benefits.</p> <p>AAP7 seeks to deliver a new NHS health hub to serve the area's growing population. This will bring major benefits for all, providing integrated primary health, community health and social care support. In promoting a shift towards co-ordinated and holistic care in this way, AAP7 responds to the increase in the number of people in the borough with multiple long-term conditions.</p>
<p>AAP8: Movement - People, Place and Experience</p> <p>AAP8 demonstrates positive impacts for all because it aims to make active and public modes of travel more accessible, both physically/practicably and in terms of proximity to public transport modes. Financial contributions will be sought from applicants where appropriate to improve access to public transport (examples of such investment being improved bus services and new/expanded cycle hire stations). By improving accessibility and mobility for all in this way, increased socioeconomic participation and opportunities are made possible.</p>	<p>AAP8: Movement - People, Place and Experience</p> <p>There are no specific identifiable positive or negative impacts on health for AAP8.</p>
<p>AAP9: The Greener Belt - Parks and healthy streets</p> <p>AAP9 delivers a new network of green links and streets across the Old Kent Road OA, improving the ease and comfort with which pedestrians and cyclists can move through the area. The</p>	<p>AAP9: The Greener Belt - Parks and healthy streets</p> <p>AAP9 delivers positive health benefits for all because it creates greens spaces for safe and accessible exercise and leisure for all. This promotes greater</p>

<p>policy also increases accessibility to open space for all.</p> <p>There is a correlation between poverty and lower quality living environment. Furthermore, socioeconomic disadvantage can have a bearing on access to good quality and safe green spaces. AAP9 seeks to tackle this adverse relationship by improving the quality and number of green and open spaces, in so doing broadening and enhancing accessibility for residents of all background, but in particular for the most socioeconomically disadvantaged.</p>	<p>physical and mental health and wellbeing for people of all ages.</p>
<p>AAP10: Tall buildings strategy - The Stations and the Crossings</p> <p>AAP10 illustrates positive impacts for all by ensuring tall buildings are built in the right places to benefit everyone. It also ensures that the tall buildings deliver considerable public benefits.</p>	<p>AAP10: Tall buildings strategy - The Stations and the Crossings</p> <p>There are no specific identifiable positive or negative impacts on health arising from AAP10.</p>
<p>AAP11: Character and heritage</p> <p>AAP11 illustrates positive impacts for all by preserving and enhancing listed buildings, conservation areas and their settings and locally important historic buildings. This ensures a strong sense of place and identity for all.</p>	<p>AAP11: Character and heritage</p> <p>There are no specific identifiable positive or negative impacts on health arising from AAP11.</p>
<p>AAP12: Design</p> <p>AAP12 demonstrates positive impacts for all by requiring good design to maintain the character of the Old Kent Road OA but also contribute to a more vibrant, attractive and healthy townscape. The policy sets out that development must provide accessible and inclusive design for all.</p> <p>It also reiterates the Southwark Plan and London Plan in stressing the importance on designing-out crime. This is particularly important in the OKR OA, where the IMD show incidence of crime</p>	<p>AAP12: Design</p> <p>There are no specific identifiable positive or negative impacts on health for AAP10.</p> <p>More generally, the policy's focus on creating walkable and permeable neighbourhoods will encourage greater rates of non-vehicular travel, helping everyone lead healthier lifestyles irrespective of socioeconomic status.</p>

<p>to be one of the metrics against which the area performs poorly. By actively seeking to tackle this inequality, AAP12 demonstrates positive socioeconomic impacts.</p>	
<p>AAP13: Climate Emergency</p> <p>AAP13 demonstrates positive impacts for all by ensuring new development responds to the climate emergency through reducing carbon across matters of design, construction, building operation, whole life cycle and transport. This has secondary impacts by:</p> <ul style="list-style-type: none"> • improving air quality; • creating more efficient and less energy-consumptive buildings (attendant with which may be a reduction in residents' bills); and • reducing global warming. <p>All of the aforementioned have beneficial impacts for local residents of all socioeconomic backgrounds.</p>	<p>AAP13: Climate Emergency</p> <p>There are no specific identifiable positive or negative impacts on health arising from AAP13. There are more general health benefits surrounding air quality and the promotion of active travel, all of which contributes to health and wellbeing for people of all socioeconomic backgrounds</p>
<p>AAP14: Water management, air and noise quality</p> <p>AAP14 aims to illustrate positive impacts for all ages by ensuring development has meet high environmental standards and promote more active, public and sustainable travel modes to reduce pollution. Those from lower socioeconomic backgrounds could live in areas with poorer environmental quality and are therefore more susceptible to the effects of poor air quality and low environmental quality. This policy aims to improve these conditions to ensure a cleaner, greener and safer environment for all.</p> <p>People living in poverty are more financially susceptible to the effects of flooding, which the policy aims to address with its flooding minimisation and drainage requirements.</p>	<p>AAP14: Water management, air and noise quality</p> <p>AAP14 illustrates positive health benefits for all because it works to improve air quality and create high quality green and open spaces, while also reducing the risk of flooding.</p> <p>It sets out requirements to ensure future development meets high standards to ensure long term environmental sustainability that all residents can benefit from.</p> <p>Having improved open spaces and environmental quality promotes healthier and more active lifestyles amongst all socioeconomic groups within the local population.</p>

<p>AAP15: Great start in life</p> <p>AAP15 demonstrates positive impacts for all by providing accessible and affordable access to youth facilities. The aim of this policy is to support the freedom of children and young people to occupy and move around the public realm independently. This encourages greater community cohesion and supports children and young people's independence improving their development, teaching and learning.</p>	<p>AAP15: Great start in life</p> <p>AAP15 demonstrates positive health impacts for children and young people by improving school grounds and outdoor areas where they can play, exercise and engage with habitats and food growing. Locating places of education away from main roads helps to reduce the risk of developing respiratory illness or difficulties later in life.</p>
<p>AAP16: Child and youth provision</p> <p>AAP16 demonstrates positive impacts by ensuring all young people have access to social and physical infrastructure regardless of their socioeconomic background. This creates safe indoor and outdoor spaces in the public realm where children and young people can congregate and exercise, which promotes social cohesion.</p>	<p>AAP16: Child and youth provision</p> <p>AAP16 demonstrates positive health impacts by providing new and improved existing indoor and outdoor youth and sports facilities. This promotes a healthy and active lifestyle —attendant with which are mental and physical benefits— for everyone irrespective of socioeconomic background.</p>
<p>Sub area and Site allocations</p> <p>Each sub area will use innovative design and creative master planning to create a suitable mix of homes, work places and shops for each area. The capacity will be appropriate for the local area to ensure greater cohesion and the fostering of good relationships; this will have a positive impact for all.</p>	<p>Sub area and Site allocations</p> <p>There are no specific identifiable impacts on health for Sub Areas.</p> <p>More generally, the proposed enhancements to –and delivery of new– green and open spaces within the sub areas will have positive health impacts for all.</p>
<p>Sub Area 1</p> <p>Sub area 1 has positive impacts for all by encouraging the emerging office and creative sector to grow, through supporting business development and affordable workspace growth. More generally, this also presents positive socioeconomic impacts by attracting inward investment and new development to the OA, bringing new amenities that will complement the</p>	<p>Sub Area 1</p> <p>There are no specific identifiable positive or negative impacts on health for Sub Area 1.</p>

<p>existing land uses, businesses and character. This will help foster good relationships for all.</p>	
<p>Sub Area 2</p> <p>In delivering a range of new community uses, and supporting the continued successful functioning of existing ones, Sub Area 2 demonstrates positive impacts for all. These facilities –which include LEX and the Mosque and Islamic Cultural Centre, as well as those required by site allocations OKR10 and OKR11– will offer education, leisure and social opportunities to the resident population. Creating community spaces for residents to meet, congregate and exercise in this way promotes community cohesion. This has positive impacts for all.</p> <p>The proposed partial closure of Marlborough Grove to vehicular traffic, which will create space for a park as well as more generous circulation and dwell/recreation space for people, will enhance accessibility for all. Similar effects will be achieved by the proposed pocket parks and the Surrey Canal Park. All of these interventions will foster greater engagement in social and community life, helping to tackle socioeconomic disadvantage.</p>	<p>Sub Area 2</p> <p>There are no specific identifiable positive or negative impacts on health for Sub Area 2.</p> <p>More generally, the investment in new parks and various street reconfigurations (all of which will be designed to be fully accessible) will make disabled people feel more confident about (a) spending their recreation time in the public realm and (b) making journeys by active travel modes. This will have positive mental and physical health impacts.</p>
<p>Sub Area 3</p> <p>Sub Area 3 demonstrates positive impacts for all by delivering part of the greener belt, the new Linear Park and the Trim Trail. A lido may also be delivered within site allocation OKR13. This delivers urban greening, green spaces and other recreational spaces where residents can exercise, rest and play. All of these spaces will be safe, attractive and designed to be fully accessible. These facilities will not only encourage a healthy active and lifestyle</p>	<p>Sub Area 3</p> <p>There are no specific identifiable positive or negative impacts on health for Sub Area 3.</p> <p>More generally, however, examples of how this sub area seeks to generate positive health impacts for different groups include the Trim Trail, the provision of a new leisure centre within OKR13, and the delivery of a health hub on the northern edge of the sub area off Verney Way.</p>

<p>for all, but will also promote social and community cohesion.</p> <p>Positive economic impacts will be brought by, amongst other things, the High Street strategy and the sub area wide employment strategy, the latter being heavily characterised by co-location.</p>	
<p>Sub Area 4</p> <p>Sub Area 4 demonstrates positive socioeconomic impacts for all in seeking to bring forward a mix of uses alongside new green spaces, all made highly accessible through the delivery of a BLE station. This mix of uses co-locates leisure, employment and homes to improve accessibility for all. Particularly extensive engagement has been undertaken by the Council with existing businesses in this sub area to ensure they can be re-accommodated as part of redevelopment wherever possible.</p>	<p>Sub Area 4</p> <p>There are no specific identifiable positive or negative impacts on health for Sub Area 4.</p>
<p>Sub Area 5</p> <p>Sub Area 5 demonstrates positive socioeconomic impacts for all through the promotion of railway arches as a low line to improve walkability for all. This improves the pedestrian experience, making it a more attractive and safer mode of transit for all. A strong focus of the Sub-Area is business retention/relocation, to ensure that the potential negative impacts of the regeneration brought by the AAP are adequately mitigated.</p>	<p>Sub Area 5</p> <p>There are no specific identifiable positive or negative impacts on health for Sub Area 5.</p>
<p>Equality information on which above analysis is based</p>	<p>Health data on which above analysis is based</p>
<p>The above analysis is based on equality information and health data sets as set out in:</p> <ul style="list-style-type: none"> • Appendix 3 '<i>Baseline data – Facts and Figures</i>' to the Integrated Impact Assessment (IIA) that supports the draft Old Kent Road AAP 2024 Reg 19 Submission; and 	

- Appendix 9 '*Baseline Indicators Table*' to the Integrated Impact Assessment (IIA) that supports the draft Old Kent Road AAP 2024 Reg 19 Submission.

Where references are made in the above analysis to any statistical information not contained in Appendix 3 and/or 9 of the IIA, these references are supported by citations (the footnotes to these citations can be found at the bottom of the applicable page).

It is also based on the indicators set out in the Integrated Impact Assessment (IIA). These indicators broadly apply to the Old Kent Road AAP as a whole, and also apply more specifically to each policy. These indicators are listed below. The AAP policies that significantly interrelate/respond/engage with the indicators specifically in respect of socioeconomic disadvantage, are listed alongside each indicator:

- IIA01: AAP3, AAP4, AAP5, AAP6, AAP7
- IIA02: AAP15, AAP16
- IIA03: AAP8, AAP9
- IIA04: AAP12
- IIA05: AAP4, AAP9, AAP15, AAP16
- IIA06: AAP8, AAP12, AAP13, AAP14
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- IIA08: AAP12, AAP13, AAP14
- IIA09: AAP12, AAP14
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- IIA011: AAP10, AAP11, AAP12, AAP14
- IIA012: AAP10, AAP11, AAP12,
- IIA013: AAP9, AAP14
- IIA014: AAP14
- IIA015: AAP3, AAP4
- IIA016: AAP8, AAP13
- IIA017: AAP1, AAP2

Mitigating actions to be taken

Continuously monitoring and annually reviewing our Old Kent Road AAP policies and IIA indicators, in addition to the Authority Monitoring Report (AMR).

We will continue to monitor and review the Old Kent Road AAP to ensure that the likelihood of negative impacts arising is minimal.

HUMAN RIGHTS

There are 16 rights in the Human Rights Act. Each one is called an Article. They are all taken from the European Convention on Human Rights. The Articles are The right to life, Freedom from torture, inhuman and degrading treatment, Freedom from forced labour, Right to Liberty, Fair trial, Retrospective penalties, Privacy, Freedom of conscience, Freedom of expression, Freedom of assembly, Marriage and family, Freedom from discrimination and the First Protocol

Potential impacts (positive and negative) of proposed policy
The Old Kent Road AAP is anticipated to have a range of positive impacts on people living and working in the Old Kent Road Opportunity Area. The proposed masterplan and development management policies do not threaten the human rights of anyone living or working in the area.
Information on which above analysis is based
<p>The above analysis is based on equality information and health data sets as set out in:</p> <ul style="list-style-type: none"> • Appendix 3 '<i>Baseline data – Facts and Figures</i>' to the Integrated Impact Assessment (IIA) that supports the draft Old Kent Road AAP 2024 Reg 19 Submission; and • Appendix 9 '<i>Baseline Indicators Table</i>' to the Integrated Impact Assessment (IIA) that supports the draft Old Kent Road AAP 2024 Reg 19 Submission. <p>These indicators broadly apply to the Old Kent Road AAP a whole, and also applies more specifically to each policy, these indicators are:</p> <ul style="list-style-type: none"> • IIA01: AAP4, AAP5, AAP6 • IIA02: AAP13, AAP14 • IIA03: AAP10, AAP11 • IIA04: AAP10 • IIA05: AAP10, AAP13, AAP14, AAP15 • IIA06: AAP3, AAP7, AAP12 • IIA07: AAP3, AAP7, AAP12 • IIA08: AAP3, AAP7, AAP10, AAP12 • IIA09: AAP10, AAP12 • IIA010: AAP10, AAP12 • IIA011: AAP5, AAP6, AAP8 • IIA012: AAP9, AAP10 • IIA013: AAP13 • IIA014: AAP12 • IIA015: AAP4 • IIA016: AAP3, AAP7 • IIA017: AAP1, AAP2
Mitigating actions to be taken
<p>Continuously monitoring and annually reviewing our Old Kent Road AAP policies and IIA indicators, in addition to the Authority Monitoring Report (AMR).</p> <p>We will continue to monitor and review the Old Kent Road AAP to ensure that the likelihood of negative impacts arising is minimal.</p>



Old Kent Road Area Action Plan

Proposed Submission Version

October 2024

Equalities Impact Assessment

EQIA Document 04: Supporting Datasets

Old Kent Road Area Action Plan 2024 appendices: Document Locator	
No.	Title
Appendix A	Old Kent Road AAP 2024
Appendix B	Consultation Plan
Appendix C	Consultation Report
Appendix D	Integrated Impact Assessment
Appendix E	Habitats Regulations Assessment
Appendix F	Equalities Impact Assessment, comprising:

	- EQIA Document 01: Executive Summary
	- EQIA Document 02: Summary of the EQIA
	- EQIA Document 03: Equalities Impact Assessment
	- EQIA Document 04: Supporting Datasets
Appendix G	Health Impact Assessment

Supporting Datasets

Introduction

The data below sets out the need at the Opportunity Area level and (where relevant) borough level, and identifies the number/proportion of people with these protected characteristics. It provides the key pieces of most relevant data for who is impacted by the policies in the Old Kent Road Area Action Plan. The evidence is taken from:

- a range of borough, regional and national sources of data; and
- the Integrated Impact Assessment baseline data and indicators (the full comprehensive catalogue of which can be found by referring to Appendices 3 and 9 of the Integrated Impact Assessment).

The table identifies where we:

- do have data; and
- would want to have more specific equalities data, but either the data is unavailable and difficult to locate or it is unobtainable due to the nature of the protected characteristic and process of obtaining that data.

This table will be updated alongside the Integrated Impact Assessment IIA to reflect the changing need and context in the borough.

The data and indicators that support each policy are set out in the Integrated Impact Assessment Appendix Baseline Indicators. These are referred to in the Full Equalities Impact Assessment (EQIA Document 03).

Please note:

- where a source of data relates to multiple AAP objectives, it has been captured within the first section of the table (the dataset for the 'Delivery' objectives, as these overarch all the other objectives within the plan) - this avoids repetition;
- matters of crime are captured within the dataset for the 'Great Start in Life' objectives.

Datasets

Dataset for the 'Delivery' objectives	
Policies: <ul style="list-style-type: none">• AAP1 'The Masterplan'• AAP2 'Bakerloo Line Upgrade and Extension'	
Age	Breakdown of resident population, by age group <ul style="list-style-type: none">• <u>Southwark:</u> As of the date of the 2021 Census, the borough population spans the three key age groups as follows¹:<ul style="list-style-type: none">- Aged 15 years and under: 16.7%- Aged 16-64: 74.9%- Aged 65 and over: 8.3%• <u>Old Kent Road OA:</u> As of the date of the 2021 Census, the Old Kent Road ward population spans the three key age groups as follows²:<ul style="list-style-type: none">- Aged 15 years and under: 19.5% (which is higher than the borough rate)- Aged 16-64: 72.6% (which is lower than the borough rate)

¹ <https://www.ons.gov.uk/census/maps/choropleth/population/age/resident-age-3a/aged-15-years-and-under>

² <https://www.ons.gov.uk/datasets/TS007/editions/2021/versions/2/filter-outputs/bd0ded88-5f66-42e9-871a-3a94e3d33a3b>, then go to 'Age by Single Year' dataset

- Aged 65 and over: **7.9%** (which is lower than the borough rate)

Breakdown of resident population, by median age

- Southwark:
As of the date of the 2021 Census, the median age in the borough is 32.4 years. This is more than two years younger than London (34.9), and almost seven years younger than England (39.4)³.
- Old Kent Road OA:
There are no 'median age' statistics at this more granular geographic scale.

Breakdown of resident population, by life expectancy

- Southwark:
In the period in 2020 to 2022, life expectancy was **78.2 years for males** and **83.3 years for females**⁴. Both the male and female life expectancy is lower than the London rate (79.1 years and 83.6 years respectively)⁵.

³ <https://www.southwark.gov.uk/assets/attach/206524/JSNA-Annual-Report-2023.pdf>

⁴ <https://moderngov.southwark.gov.uk/documents/s115562/Apendix%201%20-%20JSNA%20Annual%20Report%202023%20Southwarks%20Joint%20Strategic%20Needs%20Assessment.pdf>

⁵ <https://www.ons.gov.uk/peoplepopulationandcommunity/healthandsocialcare/healthandlifeexpectancies/bulletins/lifeexpectancyforlocalareasoftheuk/between2001to2003and2020to2022>

	<ul style="list-style-type: none"> • <u>Old Kent Road OA:</u> In the period in 2020 to 2022, in the East Central Southwark MWA life expectancy was 77.8 for males and 82.7 years for females⁶. For both sexes, this is lower than the borough, regional and national levels.
Disability	<p>Breakdown of resident population, by disability</p> <ul style="list-style-type: none"> • <u>Southwark:</u> As of the date of the 2021 Census, 42,022 Southwark residents (14.4% of the borough’s total population) are recorded as Disabled under the Equality Act (of which 17,361 had activities ‘limited a lot’, and 24,661 had activities ‘limited a little’). 14% is a similar proportion to London but slightly less than the national average of 17.3%^{7 8}. • <u>Old Kent Road OA:</u> As of the date of the 2021 Census, 2,740 residents in the Old Kent Road ward are recorded as Disabled under the Equality Act (of which 1,237 had activities ‘limited a lot’, and 1,503 had activities “limited a little”)⁹. As such, 6.5% of Southwark’s disabled residents reside in the Old Kent Road ward.
	<p>Breakdown of resident population, by households with at least one disabled occupant</p> <ul style="list-style-type: none"> • <u>Southwark:</u>

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<https://www.ons.gov.uk/peoplepopulationandcommunity/birthsdeathsandmarriages/lifeexpectancies/bulletins/nationallifetablesunitedkingdom/2020to2022#:~:text=Life%20expectancy%20at%20birth%20in%202020%20to%202022%20was%20estimated,and%2082.8%20years%20for%20females>

7 <https://www.ons.gov.uk/datasets/TS038/editions/2021/versions/1>, then go to ‘Disability’ dataset8 <https://www.ons.gov.uk/visualisations/customprofiles/build/#E05011109>9 <https://www.ons.gov.uk/datasets/TS038/editions/2021/versions/1/filter-outputs/f0791cee-fded-4feb-b724-aecadef73ab>

	<p>As of the date of the 2021 Census, 33,775 households (25.8% of the total households in the borough (130,818)) had at least one resident with a disability¹⁰. This is broadly consistent with the national rate, which is 25.4% of households (6.0 million in total)¹¹. It is also broadly consistent with the London rate, which is 26.6% of households (3,423,890 in total)¹²</p> <ul style="list-style-type: none"> • <u>Old Kent Road OA:</u> As of the date of the 2021 Census, 2,191 households in the Old Kent Road ward (29.8% of the total households in the ward (7,349)) had at least one resident with a disability¹³. This is higher than the borough, regional and national rates.
<p>Gender Reassignment</p>	<p>Breakdown of resident population, by gender identity</p> <ul style="list-style-type: none"> • <u>Southwark:</u> As of the date of the 2021 Census, there were 3,200 residents (1% of the borough's total population) reporting a gender identity different from their sex registered at birth. This is higher than the London rate (0.91%) and the national rate (0.55%)¹⁴. The 1% rate in Southwark broadly correlates with the national estimate (from the Gender Identity Research and Education Society) that 1% of the population may experience gender dysphoria¹⁵.

¹⁰ <https://www.ons.gov.uk/datasets/TS040/editions/2021/versions/1>, then go to 'Number of disabled people in the household' dataset, filtered by local authority

¹¹

<https://www.ons.gov.uk/peoplepopulationandcommunity/healthandsocialcare/healthandwellbeing/bulletins/disabilityenglandandwales/census2021>

¹² <https://www.ons.gov.uk/datasets/TS040/editions/2021/versions/3/filter-outputs/9016b6fc-0731-4c2b-8880-8566309094f6#get-data>

¹³ <https://www.ons.gov.uk/datasets/TS040/editions/2021/versions/1>, then go to 'Number of disabled people in the household' dataset, filtered by ward

¹⁴

<https://www.ons.gov.uk/peoplepopulationandcommunity/healthandsocialcare/healthandwellbeing/bulletins/disabilityenglandandwales/census2021>

¹⁵ <https://www.bma.org.uk/advice-and-support/gp-practices/gp-service-provision/managing-patients-with-gender-dysphoria#:~:text=The%20Gender%20Identity%20Research%20and,where%20necessary%2C%20treatment%20is%20available.>

	<p>Southwark ranked 5th highest in England for trans/non-binary identity¹⁶.</p> <ul style="list-style-type: none"> • <u>Old Kent Road OA:</u> There are no statistics at this more granular geographic scale; however, as the ward population equates to roughly 6.2% of the borough¹⁷, this may equate to around 192 people with a gender identity different from their sex registered at birth living in the Old Kent Road ward.
<p>Pregnancy and Maternity</p>	<p>Breakdown of resident population, by general fertility rate</p> <ul style="list-style-type: none"> • <u>Southwark:</u> As of the date of the 2021 Census, the general fertility rate in the borough was 42.5 births per 1,000 women¹⁸: This is lower than the national rate, which is 54.1 births per 1,000 women¹⁹. • <u>Old Kent Road OA:</u> As of the date of the 2021 Census, the general fertility rate in the Old Kent Road ward was 36.1 births per 1,000 women²⁰, while in the East Central MWA it was 38.6 births per 1,000 women. These are both lower rates than at borough and national levels.
<p>Marriage and Civil Partnership</p>	<p>Assessment not required.</p>

¹⁶ <https://www.southwark.gov.uk/assets/attach/177190/Census-2021-Profile-Gender-Identity-Sexual-Orientation.pdf>

¹⁷ Based on the 2021 Census, the population of Southwark is 307,637 and the population of Old Kent Road ward is 19,037.

¹⁸ <https://www.ons.gov.uk/visualisations/censusareachanges/E09000028>

¹⁹ <https://www.ons.gov.uk/peoplepopulationandcommunity/birthsdeathsandmarriages/livebirths/bulletins/birthsummarytablesenglandandwales/2021#:~:text=As%20discussed%20in%20our%202020,2021%2C%20from%2055.1%20in%202020.>

²⁰ <https://www.ons.gov.uk/visualisations/censusareachanges/E09000028>

Race	<p>Breakdown of resident population, by ethnic group</p> <ul style="list-style-type: none"> • <u>Southwark:</u> As of the date of the 2021 Census, the ethnic composition of the borough is as follows²¹: <ul style="list-style-type: none"> - White: 51% - Black, Black British, Caribbean or African: 25% - Asian or Asian British: 10% - Mixed or Multiple Ethnic Groups: 7% - Chinese/Other: 6% • <u>Old Kent Road OA:</u> As of the date of the 2021 Census, the ethnic composition of the Old Kent Road ward is as follows²²: <ul style="list-style-type: none"> - White: 35% - Black, Black British, Caribbean or African: 38% - Asian or Asian British: 9% - Mixed or Multiple Ethnic Groups: 7% - Chinese/Other: 11%
	<p>Breakdown of resident population, by country of birth</p> <ul style="list-style-type: none"> • <u>Southwark:</u> As of the date of the 2021 Census, 40% of the population of the borough was born in a country that was not part of the UK, Ireland or Channel Islands²³. In 2021, the top country of birth outside the UK and Ireland was Nigeria. Residents born in Italy, Jamaica, Spain and Ghana also made up a notable proportion of Southwark's population. • <u>Old Kent Road OA:</u>

²¹ <https://www.ons.gov.uk/visualisations/censusareachanges/E09000028>

²² <https://www.southwark.gov.uk/assets/attach/206524/JSNA-Annual-Report-2023.pdf>

²³ <https://www.southwark.gov.uk/assets/attach/169610/Census-2021-Profile-Demography-and-Migration.pdf>

	As of the date of the 2021 Census, 48.1% of the population of the Old Kent Road ward was born in a country that was not part of the UK, Ireland or Channel Islands ²⁴ . This is higher than the rates at borough, regional (40.6% ²⁵) and national (16.8% ²⁶) levels.
Religion and Belief	<p>Breakdown of resident population, by religion/belief</p> <ul style="list-style-type: none"> • <u>Southwark:</u> The majority of residents in Southwark who stated their religion in the 2021 Census were of Christian faith (43.3%), with the second highest category being 'No religion' (36.4%)²⁷. • <u>Old Kent Road OA:</u> The majority of residents in the Old Kent Road ward who stated their religion in the 2021 Census were of Christian faith (51.1%), with the second highest category being 'No religion' (27.5%)²⁸.
Sex	<p>Breakdown of resident population, by sex</p> <ul style="list-style-type: none"> • <u>Southwark:</u> As of the date of the 2021 Census, the population of the borough comprises²⁹: <ul style="list-style-type: none"> - Female: 51.6% - Male: 48.4% • <u>Old Kent Road OA:</u>

²⁴ <https://www.ons.gov.uk/visualisations/customprofiles/build/#E05011109>

²⁵ <https://www.ons.gov.uk/news/news/census2021demographyandinternationalmigrationstatistics/#:~:text=In%202021%2C%20more%20than%204,Residents%20born%20outside%20the%20UK>

²⁶ <https://www.ons.gov.uk/news/news/census2021demographyandinternationalmigrationstatistics/#:~:text=In%202021%2C%20more%20than%204,Residents%20born%20outside%20the%20UK>

²⁷ <https://www.southwark.gov.uk/assets/attach/169632/Census-2021-Profile-Ethnicity-Identity-Language-and-Religion-1-.pdf>

²⁸ <https://www.ons.gov.uk/datasets/TS030/editions/2021/versions/2/filter-outputs/a762c99c-1698-40b2-a1df-5680424eeadb#get-data>

²⁹ <https://www.ons.gov.uk/datasets/TS008/editions/2021/versions/4>

	<p>As of the date of the 2021 Census, the population of the Old Kent Road ward comprises³⁰:</p> <ul style="list-style-type: none"> - Female: 51.9% - Male: 48.1%
<p>Sexual Orientation</p>	<p>Breakdown of resident population, by sexual orientation</p> <ul style="list-style-type: none"> • <u>Southwark:</u> As of the date of the 2021 Census, 17.29% of Southwark’s residents identify as something other than straight or heterosexual. 8.07% of Southwark’s resident population identify as gay/lesbian, bisexual, pansexual, asexual and/or queer (which indicates the differential of 9.22% did not state their sexuality). The 17.29% rate is higher than the London (13.81%) and national (10.63%) rates³¹. • <u>Old Kent Road OA:</u> There are no ‘sexual orientation’ statistics at this more granular geographic scale.
	<p>Experience of place and society, by sexual orientation</p> <ul style="list-style-type: none"> • <u>Southwark:</u> The Southwark LGBTQ+ Community Consultation 2018-2019 report sets out the findings of a survey designed to assess the experience of LGBTQ+ people in the borough of health and wellbeing, socialising and community safety. It makes recommendations for health and social care providers, Southwark police and voluntary organisations to improve this experience^{32 33}. The key findings in terms of experience of place are: <ul style="list-style-type: none"> - 64% of respondents felt safe in their local area; and

³⁰ <https://www.ons.gov.uk/datasets/TS008/editions/2021/versions/4>

³¹ [https://www.ons.gov.uk/peoplepopulationandcommunity/culturalidentity/sexuality/bulletins/sexualorientationenglandandwales/census2021#:~:text=Source%3A%20Office%20for%20National%20Statistics%20%E2%80%93%20Census%202021&text=43.4%20million%20people%20\(89.4%25%20of,%25\)%20selected%20%E2%80%9COther%20sexual%20orientation%E2%80%9D](https://www.ons.gov.uk/peoplepopulationandcommunity/culturalidentity/sexuality/bulletins/sexualorientationenglandandwales/census2021#:~:text=Source%3A%20Office%20for%20National%20Statistics%20%E2%80%93%20Census%202021&text=43.4%20million%20people%20(89.4%25%20of,%25)%20selected%20%E2%80%9COther%20sexual%20orientation%E2%80%9D)

³² https://communitysouthwark.org/sites/default/files/images/Southwark%20LGBTQ%2B%20Community%20Consultation%202018-19_Final.pdf

³³ https://southwarklgbtnetwork.com/wp-content/uploads/2019/06/southwark-lgbtq-community-consultation-2018-19_final.pdf;

	<ul style="list-style-type: none"> - 51% of respondents felt safe in the borough as a whole. • <u>Old Kent Road OA:</u> The Southwark LGBTQ+ Community Consultation 2018-2019 report^{34 35} identifies personal experiences specific to the Old Kent Road OA as: <ul style="list-style-type: none"> - Being considered an unsafe neighbourhood (by some participants in the study); - Encountering physical abuse and uncomfortable interactions with faith groups; - Encountering verbal abuse.
<p>Socioeconomic Disadvantage</p>	<p>Indices of deprivation ranking</p> <ul style="list-style-type: none"> • <u>Southwark:</u> Southwark as a whole has an ID score of 25.8, and is one of the most deprived boroughs in England, ranked 43rd out of 326 local authorities³⁶. • <u>Old Kent Road OA:</u> The average ID score across the six MSOAs falling within the OKR OA is 34.7, which indicates higher levels of deprivation than Southwark as a whole³⁷.
	<p>Breakdown of households disadvantaged in one or more dimensions (as a proportion of all households)</p> <ul style="list-style-type: none"> • <u>Southwark:</u> 51.5% of households are disadvantaged in two or more dimensions in the borough. This is very similar to the national rate, which is 51.4%. • <u>Old Kent Road OA:</u>

34 https://communitysouthwark.org/sites/default/files/images/Southwark%20LGBTQ%2B%20Community%20Consultation%202018-19_Final.pdf

35 https://southwarklgbtnetwork.com/wp-content/uploads/2019/06/southwark-lgbtq-community-consultation-2018-19_final.pdf;

36 https://assets.publishing.service.gov.uk/media/5d8b3cfbe5274a08be69aa91/File_10

37 https://research.mysociety.org/sites/imd2019/media/data/imd2019_msoa_level_data.csv

	63.9% of households are disadvantaged in two or more dimensions in the Old Kent Road ward. This is higher than the borough and national rates.
Dataset for the 'Homes' objectives	
Policies: <ul style="list-style-type: none"> • AAP3 'Homes for All' • AAP4 'Student Homes' 	
Age	Breakdown of specialist housing need, by age: <ul style="list-style-type: none"> • <u>Southwark:</u> As of 2019, it was found that the following would be required in the borough to meet need by 2029³⁸: <ul style="list-style-type: none"> - an additional 780 units of specialist elderly accommodation, of which 559 (72%) should be sheltered and 116 (14%) should be extra care; and - an additional or improved 867 dementia care beds. • <u>Old Kent Road OA:</u> There are no 'specialist elderly accommodation' statistics available at this more granular geographic scale.
Disability	Breakdown of specialist housing need, by disability: <ul style="list-style-type: none"> • <u>Southwark:</u> As of 2019, in the borough³⁹: <ul style="list-style-type: none"> - 613 households have unmet wheelchair accessible accommodation requirements; and - 108 households are on the Disability Housing Waiting List • <u>Old Kent Road OA:</u> There are no 'wheelchair homes and adaptable room' statistics available at this more granular geographic scale.

³⁸ <https://www.southwark.gov.uk/assets/attach/11208/SP107-Southwark-Strategic-Housing-Market-Assessment-2019-.pdf>

³⁹ <https://www.southwark.gov.uk/assets/attach/11208/SP107-Southwark-Strategic-Housing-Market-Assessment-2019-.pdf>

Gender Reassignment	<i>No data is available, or all relevant data has already been referred to in earlier sections of this Dataset table.</i>
Pregnancy and Maternity	<i>No data is available, or all relevant data has already been referred to in earlier sections of this Dataset table.</i>
Marriage and Civil Partnership	Assessment not required.
Race	<p>Breakdown of specialist housing need, by race:</p> <ul style="list-style-type: none"> • <u>Southwark:</u> There is a need for pitches in Southwark for the three 3 categories of Travellers (as identified and assessed in relation to the government’s Planning Policy for Traveller Sites) as follows⁴⁰: <ul style="list-style-type: none"> - No pitches in Southwark over the period to 2034 for Gypsy and Traveller households that meet the PPTS planning definition; - Zero to one pitch for undetermined Gypsy and Traveller households that may meet the PPTS planning definition; and - 42 pitches for Gypsy and Traveller households who did not meet the PPTS planning definition. • <u>Old Kent Road OA:</u> There is no need for pitches established at the Old Kent Road OA level. However, in regards to supply, currently in the Old Kent Road OA there are Authorised Pitches or Plots for Gypsy and Traveller households as follows⁴¹: <ul style="list-style-type: none"> - 16 pitches at Brideale Close; and - 16 pitches at Ilderton Road.

⁴⁰ <https://www.southwark.gov.uk/assets/attach/12565/EIP22-Gypsy-and-Traveller-Accommodation-Assessment-Report-May-2020-.pdf>

⁴¹ <https://www.southwark.gov.uk/assets/attach/12565/EIP22-Gypsy-and-Traveller-Accommodation-Assessment-Report-May-2020-.pdf>

	<p>Breakdown of homelessness, by race:</p> <ul style="list-style-type: none"> • <u>Southwark:</u> As of the year 2021/22, of the 322 rough sleepers identified in Southwark, the split between ethnicity was⁴²: <ul style="list-style-type: none"> - 59% white (including 36% White-British); - 23% black; and - 18% other ethnicity / unrecorded. • <u>Old Kent Road OA:</u> There are no 'homelessness by race' statistics at this more granular geographic scale.
Religion and Belief	<i>No data is available, or all relevant data has already been referred to in earlier sections of this Dataset table.</i>
Sex	<p>Breakdown of homelessness, by sex:</p> <ul style="list-style-type: none"> • <u>Southwark:</u> As of the year 2021/22, of the 322 rough sleepers identified in Southwark, the split between the sexes was⁴³: <ul style="list-style-type: none"> - 87% male - 13% female • <u>Old Kent Road OA:</u> There are no 'homelessness by sex' statistics at this more granular geographic scale.
Sexual Orientation	<i>No data is available, or all relevant data has already been referred to in earlier sections of this Dataset table.</i>

⁴² <https://moderngov.southwark.gov.uk/documents/s115562/Apendix%201%20-%20JSNA%20Annual%20Report%202023%20Southwarks%20Joint%20Strategic%20Needs%20Assessment.pdf>

⁴³ <https://moderngov.southwark.gov.uk/documents/s115562/Apendix%201%20-%20JSNA%20Annual%20Report%202023%20Southwarks%20Joint%20Strategic%20Needs%20Assessment.pdf>

Socioeconomic Disadvantage	<p>Breakdown of resident population, by tenure of home</p> <ul style="list-style-type: none"> Southwark: As of the date of the 2021 Census, residents reported their home tenure status as follows⁴⁴: <ul style="list-style-type: none"> - Owns outright: 10.6% (which is lower than the national rate of 32.5%) - Owns with a mortgage or loan or shared ownership: 20.7% (which is lower than the national rate of 29.8%) - Social rented: 39.7% (which is higher than the national rate of 17.1%) - Private rented or lives rent free: 29.0% (which is higher than the national rate of 20.6%). <p>The ‘social rented’ rate is much higher than rate of council/TMO management across London (23%) and nationally (17%).</p> Old Kent Road OA: As of the date of the 2021 Census, residents of the Old Kent Road ward reported their home tenure status as follows⁴⁵: <ul style="list-style-type: none"> - Owns outright: 5.4% (which is lower than both the borough and national rate) - Owns with a mortgage or loan or shared ownership: 15.2% (which is lower than both the borough and national rate) - Social rented: 58.1% (which is higher than both the borough and national rate) - Private rented or lives rent free: 21.4% (which is higher than both the borough and national rate). <p>Looking at the slightly less granular scale of the East Central Southwark MWA, 48% of housing is managed by Southwark Council or a TMO⁴⁶.</p> <p>The ‘social rented’ rate for both the ward and the MWA is much higher than rate of council/TMO management across the borough as a whole, London (23%) and nationally (17%).</p>
	<p>Breakdown of specialist housing need, by socioeconomic disadvantage</p>

⁴⁴ <https://www.ons.gov.uk/visualisations/customprofiles/build/> and then filter by relevant category

⁴⁵ <https://www.ons.gov.uk/visualisations/customprofiles/build/#E05011109> and then filter by relevant category

⁴⁶ <https://www.southwark.gov.uk/assets/attach/250837/2023-multi-ward-area-profiles-east-central-feb24-.pdf>

	<ul style="list-style-type: none"> • <u>Southwark:</u> The annualised additional affordable housing need (above the supply pipeline) by tenure and size in the borough is, as of 2019⁴⁷: <ul style="list-style-type: none"> - x458 Social rent and sub-social rent, comprising: x200 one-beds; x235 two-beds; 51 three-beds; x373 four-beds - x1,619 Intermediate, comprising: x198 one-beds; x359 two-beds; x353 three-beds; x309 four beds • <u>Old Kent Road OA:</u> There are no 'specialist housing need by socioeconomic disadvantage' statistics at this more granular geographic scale.
	<p>House price to residence-based earnings ratio</p> <ul style="list-style-type: none"> • <u>Southwark:</u> The average house price in Southwark was £470,000 in 2024⁴⁸. As of 2022, Southwark residents have to spend around 13.38 times their annual earnings on purchasing a home⁴⁹ • <u>Old Kent Road OA:</u> There are no 'house price to residence-based earning ratio' statistics at this more granular geographic scale.
	<p>Breakdown of resident population, by central heating in the home:</p> <ul style="list-style-type: none"> • <u>Southwark:</u> 3.1% of households in the borough do not have access to central heating. This is higher than the national rate of 1.5% of households.

⁴⁷ <https://www.southwark.gov.uk/assets/attach/11208/SP107-Southwark-Strategic-Housing-Market-Assessment-2019-.pdf>

⁴⁸ <https://landregistry.data.gov.uk/app/ukhpi/browse?from=2023-07-01&location=http%3A%2F%2Flandregistry.data.gov.uk%2Fid%2Fregion%2FUnited-kingdom&to=2024-07-01&lang=en>

⁴⁹ <https://www.ons.gov.uk/peoplepopulationandcommunity/housing/datasets/ratioofhousepricetoresidencebasedearningslowerquartileandmedian>

	<ul style="list-style-type: none"> • <u>Old Kent Road OA:</u> 3.6% of households in the Old Kent Road ward do not have access to central heating. This is higher than the borough and national (1.5%) rate.
<p>Dataset for the ‘Strong Local Economy’ objectives</p> <p>Policies:</p> <ul style="list-style-type: none"> • AAP5 ‘Businesses and Workspace – The Bow Tie’ • AAP6 ‘Life Sciences’ • AAP7 ‘Town Centres, Leisure and Entertainment’ 	
<p>Age</p>	<p>Breakdown of resident child population, by rate of those growing up in poverty:</p> <ul style="list-style-type: none"> • <u>Southwark:</u> The average child poverty rate in the borough is 36.2%⁵⁰. This is higher than the London rate of 33%. • <u>Old Kent Road OA:</u> The average child poverty rate across the two parliamentary consistencies in which the OKR OA is located is 35.6%⁵¹. This is slightly lower than Southwark as a whole.
	<p>Number of NEETS (not in education, employment or training or whose activity is not known)</p> <ul style="list-style-type: none"> • <u>Southwark:</u> As of 2022, of the 16-17 year olds in the borough, 2.6%⁵² are a NEET. This is lower than the London rate of 3.4% and national rate of 5.2%.. • <u>Old Kent Road OA:</u> There are no ‘NEET’ statistics at this more granular geographic scale.

⁵⁰ https://endchildpoverty.org.uk/wp-content/uploads/2023/06/Child-Poverty-AHC-estimates-2015-2022_final.xlsx

⁵¹ https://endchildpoverty.org.uk/wp-content/uploads/2023/06/Child-Poverty-AHC-estimates-2015-2022_final.xlsx

⁵² <https://www.gov.uk/government/publications/neet-and-participation-local-authority-figures>

Disability	<i>No data is available, or all relevant data has already been referred to in earlier sections of this Dataset table.</i>
Gender Reassignment	<i>No data is available, or all relevant data has already been referred to in earlier sections of this Dataset table.</i>
Pregnancy and Maternity	<i>No data is available, or all relevant data has already been referred to in earlier sections of this Dataset table.</i>
Marriage and Civil Partnership	Assessment not required.
Race	<i>No data is available, or all relevant data has already been referred to in earlier sections of this Dataset table.</i>
Religion and Belief	<i>No data is available, or all relevant data has already been referred to in earlier sections of this Dataset table.</i>
Sex	<p>Breakdown of economic activity, by sex:</p> <ul style="list-style-type: none"> • <u>Southwark:</u> As of the 2023/2024 financial year, the resident population who are economically active is as follows, by sex⁵³: <ul style="list-style-type: none"> - Males: 82.1% (66.6% of which are employees, and 15.5% of which are self-employed) - Females: 74.4% (62.6% of which are employees, and 11.8% of which are self-employed) <p>This is higher for both sexes than the London male (79.0%) and female (70.0%) rates of economic activity⁵⁴.</p>

⁵³ <https://www.nomisweb.co.uk/reports/lmp/la/1946157256/report.aspx#tabempunemp>

⁵⁴ <https://www.nomisweb.co.uk/reports/lmp/la/1946157256/report.aspx#tabempunemp>

	<ul style="list-style-type: none"> • <u>Old Kent Road OA:</u> There are no 'economy activity by sex' statistics at this more granular geographic scale.
Sexual Orientation	<i>No data is available, or all relevant data has already been referred to in earlier sections of this Dataset table.</i>
Socioeconomic Disadvantage	Breakdown of resident population, by unemployment <ul style="list-style-type: none"> • <u>Southwark:</u> The borough has an average unemployment level of 5.6%⁵⁵. • <u>Old Kent Road OA:</u> The average unemployment level across the six MSOAs falling within the OKR OA is 6.82%⁵⁶. This is higher than Southwark as a whole.
	Breakdown of resident population, by proportion of benefit claimants aged 16-64 <ul style="list-style-type: none"> • <u>Southwark:</u> As of 2022, 6.9% of borough residents aged 16-64 are claiming benefits. This is higher than the London rate (6.3%) and the national rate (5.0%)⁵⁷. • <u>Old Kent Road OA:</u> As of 2022, 9.7% of the residents aged 16-64 living in the Old Kent Road ward are claiming benefits. At the wider scale of the East Central MWA, the rate is 8.6%⁵⁸. In both cases, the rate is higher than the borough, London and national rate.

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<https://www.ons.gov.uk/employmentandlabourmarket/peopleinwork/employmentandemployeetypes/bulletins/economicactivitystatusenglandandwales/census2021#economically-active-unemployed>

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<https://www.ons.gov.uk/employmentandlabourmarket/peopleinwork/employmentandemployeetypes/bulletins/economicactivitystatusenglandandwales/census2021#economically-active-unemployed>

⁵⁷ <https://www.southwark.gov.uk/assets/attach/250837/2023-multi-ward-area-profiles-east-central-feb24-.pdf>

⁵⁸ <https://www.southwark.gov.uk/assets/attach/250837/2023-multi-ward-area-profiles-east-central-feb24-.pdf>

	<p>Median gross household income</p> <ul style="list-style-type: none"> • <u>Southwark:</u> As of 2022, the median household income in the borough is 44,000⁵⁹. • <u>Old Kent Road OA:</u> As of 2022, the median household income in the Old Kent Road ward is £33,000⁶⁰, which is the lowest of all 23 wards in the borough. It is significantly lower than the median income for the borough. This is higher than Southwark as a whole.
<p>Dataset for the ‘Movement, Parks and Healthy Streets’ objectives</p> <p>Policies:</p> <ul style="list-style-type: none"> • AAP8 ‘Movement – People, Place, Experience’ • AAP9 ‘The Greener Belt – Parks and Healthy Streets’ 	
Age	<i>No data is available, or all relevant data has already been referred to in earlier sections of this Dataset table.</i>
Disability	<i>No data is available, or all relevant data has already been referred to in earlier sections of this Dataset table.</i>
Gender Reassignment	<i>No data is available, or all relevant data has already been referred to in earlier sections of this Dataset table.</i>

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<https://www.ons.gov.uk/employmentandlabourmarket/peopleinwork/employmentandemployeetypes/bulletins/economicactivitystatusenglandandwales/census2021#economically-active-unemployed>

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<https://www.ons.gov.uk/employmentandlabourmarket/peopleinwork/employmentandemployeetypes/bulletins/economicactivitystatusenglandandwales/census2021#economically-active-unemployed>

Pregnancy and Maternity	<i>No data is available, or all relevant data has already been referred to in earlier sections of this Dataset table.</i>
Marriage and Civil Partnership	Assessment not required.
Race	<i>No data is available, or all relevant data has already been referred to in earlier sections of this Dataset table.</i>
Religion and Belief	<i>No data is available, or all relevant data has already been referred to in earlier sections of this Dataset table.</i>
Sex	<i>No data is available, or all relevant data has already been referred to in earlier sections of this Dataset table.</i>
Sexual Orientation	<i>No data is available, or all relevant data has already been referred to in earlier sections of this Dataset table.</i>
Socioeconomic Disadvantage	<i>No data is available, or all relevant data has already been referred to in earlier sections of this Dataset table.</i>
Dataset for the 'Design' objectives	
Policies: <ul style="list-style-type: none"> • AAP10 'Tall Buildings – The Stations and The Crossings' • AAP11 'Character and Heritage' • AAP12 'Design' 	
Age	<i>No data is available, or all relevant data has already been referred to in earlier sections of this Dataset table.</i>
Disability	<i>No data is available, or all relevant data has already been referred to in earlier sections of this Dataset table.</i>

Gender Reassignment	<i>No data is available, or all relevant data has already been referred to in earlier sections of this Dataset table.</i>
Pregnancy and Maternity	<i>No data is available, or all relevant data has already been referred to in earlier sections of this Dataset table.</i>
Marriage and Civil Partnership	Assessment not required.
Race	<i>No data is available, or all relevant data has already been referred to in earlier sections of this Dataset table.</i>
Religion and Belief	<i>No data is available, or all relevant data has already been referred to in earlier sections of this Dataset table.</i>
Sex	<i>No data is available, or all relevant data has already been referred to in earlier sections of this Dataset table.</i>
Sexual Orientation	<i>No data is available, or all relevant data has already been referred to in earlier sections of this Dataset table.</i>
Socioeconomic Disadvantage	<i>No data is available, or all relevant data has already been referred to in earlier sections of this Dataset table.</i>
Dataset for the ‘Healthy Environment’ objectives Policies: <ul style="list-style-type: none"> • AAP13 ‘Climate Emergency’ • AAP14 ‘Water Management, Air and Noise Quality’ 	
Age	<i>No data is available, or all relevant data has already been referred to in earlier sections of this Dataset table.</i>

Disability	<i>No data is available, or all relevant data has already been referred to in earlier sections of this Dataset table.</i>
Gender Reassignment	<i>No data is available, or all relevant data has already been referred to in earlier sections of this Dataset table.</i>
Pregnancy and Maternity	<i>No data is available, or all relevant data has already been referred to in earlier sections of this Dataset table.</i>
Marriage and Civil Partnership	Assessment not required.
Race	<i>No data is available, or all relevant data has already been referred to in earlier sections of this Dataset table.</i>
Religion and Belief	<i>No data is available, or all relevant data has already been referred to in earlier sections of this Dataset table.</i>
Sex	<i>No data is available, or all relevant data has already been referred to in earlier sections of this Dataset table.</i>
Sexual Orientation	<i>No data is available, or all relevant data has already been referred to in earlier sections of this Dataset table.</i>
Socioeconomic Disadvantage	<p>Breakdown of resident population, by rates of Type 2 diabetes</p> <ul style="list-style-type: none"> • <u>Southwark</u> As of 2023, the borough rate is 54 per 1,000 residents⁶¹. There are no statistics at the London or national levels to draw comparisons with. • <u>Old Kent Road OA</u>

⁶¹ <https://www.southwark.gov.uk/assets/attach/250837/2023-multi-ward-area-profiles-east-central-feb24-.pdf>

	<p>As of 2023, the Old Kent Road ward rate is 82 per 1,000 residents while the East Central MWA rate is 69 per 1,000 residents⁶². Both are higher than the borough rate.</p>
	<p>Breakdown of resident population, by rates of asthma</p> <ul style="list-style-type: none"> • <u>Southwark</u> As of 2023, the borough rate is 43 per 1,000 residents⁶³. There are no statistics at the London or national levels to draw comparisons with. • <u>Old Kent Road OA</u> As of 2023, the Old Kent Road ward rate is 45 per 1,000 residents while the East Central MWA rate is 49 per 1,000 residents⁶⁴. Both are higher than the borough rate.
	<p>Breakdown of resident population, by rates of COPD</p> <ul style="list-style-type: none"> • <u>Southwark</u> As of 2023, the borough rate is 23 per 1,000 residents⁶⁵. There are no statistics at the London or national levels to draw comparisons with. • <u>Old Kent Road OA</u> As of 2023, the Old Kent Road ward rate is 16 per 1,000 residents while the East Central MWA rate is 13 per 1,000 residents⁶⁶. Both are higher than the borough rate.
	<p>Breakdown of resident population, by rates of hypertension</p> <ul style="list-style-type: none"> • <u>Southwark</u>

⁶² <https://www.southwark.gov.uk/assets/attach/250837/2023-multi-ward-area-profiles-east-central-feb24-.pdf>

⁶³ <https://www.southwark.gov.uk/assets/attach/250837/2023-multi-ward-area-profiles-east-central-feb24-.pdf>

⁶⁴ <https://www.southwark.gov.uk/assets/attach/250837/2023-multi-ward-area-profiles-east-central-feb24-.pdf>

⁶⁵ <https://www.southwark.gov.uk/assets/attach/250837/2023-multi-ward-area-profiles-east-central-feb24-.pdf>

⁶⁶ <https://www.southwark.gov.uk/assets/attach/250837/2023-multi-ward-area-profiles-east-central-feb24-.pdf>

	<p>As of 2023, the borough rate is 105 per 1,000 residents⁶⁷. There are no statistics at the London or national levels to draw comparisons with.</p> <ul style="list-style-type: none"> • <u>Old Kent Road OA</u> As of 2023, the Old Kent Road ward rate is 140 per 1,000 residents while the East Central MWA rate is 125 per 1,000 residents⁶⁸. Both are higher than the borough rate. <p>Breakdown of resident population, by Standardised Mortality Ratio (SMR) from all causes rates</p> <ul style="list-style-type: none"> • <u>Southwark</u> Over the period 2016-2020, the borough rate is 94 per 1,000 residents⁶⁹. This is lower than the national rate (which is 100 per 1,000 residents) • <u>Old Kent Road OA</u> Over the period 2016-2020, the Old Kent Road ward rate is 100 per 1,000 residents while the East Central MWA rate is 106 per 1,000 residents⁷⁰. This is slightly higher than the borough rate but broadly consistent with the national rate.
<p>Dataset for the ‘Great Start in Life’ objectives</p> <p>Policies:</p> <ul style="list-style-type: none"> • AAP15 ‘Great Start in Life’ • AAP16 ‘Child and Youth provision’ 	
<p>Age</p>	<p>Crime rate, by age: First time entrants to the youth justice system (2018) https://fingertips.phe.org.uk/profile/child-health-profiles/data#page/0/qid/1938133228/pat/6/par/E12000007/ati/102/are/E09000028/iid/90819/age/-1/sex/4</p>

⁶⁷ <https://www.southwark.gov.uk/assets/attach/250837/2023-multi-ward-area-profiles-east-central-feb24-.pdf>

⁶⁸ <https://www.southwark.gov.uk/assets/attach/250837/2023-multi-ward-area-profiles-east-central-feb24-.pdf>

⁶⁹ <https://www.southwark.gov.uk/assets/attach/250837/2023-multi-ward-area-profiles-east-central-feb24-.pdf>

⁷⁰ <https://www.southwark.gov.uk/assets/attach/250837/2023-multi-ward-area-profiles-east-central-feb24-.pdf>

	<p>Level of intellectual and physical development, by age:</p> <p>69.9% of children achieved a good level of development at the end of Reception 2022/2023⁷¹</p> <p>For attainment in English and maths at grade 9 to 4, 67.4% of pupils in Southwark achieved this measure compared to 63.5% nationally and 67.3% for London⁷².</p> <p>The quality of schools in Southwark is increasing, but there is scope for further improvement in attainment.</p>
Disability	<p>Rate of disability across all age groups: Approximately just over 15,000 residents in Southwark are considered to have a disability.⁷³</p> <p>Rate of disability at Higher Education level: 13% of students at higher education providers in England have a known disability⁷⁴.</p> <p>Crime rate per protected characteristic: Disability hate crime https://www.met.police.uk/sd/stats-and-data/met/hate-crime-dashboard/</p> <p>Special needs school provision: There are six mainstream schools with special units or resource bases in Southwark. There are three Southwark maintained special primary schools. There are four secondary community special schools⁷⁵. There are 7 special schools and 1 special academy⁷⁶.</p>

⁷¹ <https://explore-education-statistics.service.gov.uk/find-statistics/early-years-foundation-stage-profile-results/2022-23>

⁷² <https://fingertips.phe.org.uk/profile/child-health-profiles/data#page/7/qid/1938133228/pat/6/par/E12000007/ati/102/are/E09000028/iid/93203/age/174/sex/4>

⁷³ data set DWP- 2019 PIP & DLA figures

⁷⁴ <https://www.hesa.ac.uk/data-and-analysis/sb252/figure-4>

⁷⁵ <https://localoffer.southwark.gov.uk/education/specialist-school/special-schools-resource-bases-and-units-in-southwark/>

⁷⁶ <http://modern.gov.southwark.gov.uk/documents/s72803/Appendix%201%20Best%20start%20in%20life%20Southwark%20school%20standards%20report%202017.pdf>

Gender Reassignment	<p>Crime rate per protected characteristic: Transgender hate https://www.met.police.uk/sd/stats-and-data/met/hate-crime-dashboard/</p>
Pregnancy and Maternity	<p>Crime rate per protected characteristic: Domestic abuse https://www.met.police.uk/sd/stats-and-data/met/hate-crime-dashboard/</p> <p>Number of community uses accessed by pregnant women or women who have infant children: Currently there is no specific data held on the community groups that pregnant women access. However it is acknowledged that the total number of babies born in Southwark has been decreasing year on year since 2010. There were just under 4,400 live births in 2017, down from over 5,100 in 2010. The decline in the fertility rate in Southwark is seen across all age groups, but particularly among younger women. The average age of mothers having their first child in Southwark is 32.8 years, compared to 30.5 years in England.</p> <p>Teenage mothers (2017/18): https://fingertips.phe.org.uk/profile/child-health-profiles/data#page/0/qid/1938133228/pat/6/par/E12000007/ati/102/are/E09000028/iid/90819/age/-1/sex/4</p> <p>Obesity in pregnancy: Local data suggests that obesity in pregnancy varies considerably in different ethnic groups (around three-fold), and reviews of all child deaths show that about 26% are preventable, higher than the national rate (20%)⁷⁷.</p>
Marriage and Civil Partnership	Assessment not required.
Race	<p>Crime rate per protected characteristic: Racist and religion hate crime https://www.met.police.uk/sd/stats-and-data/met/hate-crime-dashboard/</p>

⁷⁷ <http://moderngov.southwark.gov.uk/documents/s52272/Southwark%20Public%20Health%20Annual>

Religion and Belief	<i>No data is available, or all relevant data has already been referred to in earlier sections of this Dataset table.</i>
Sex	<p>Sex-specific crime rate in the borough: Domestic abuse https://www.met.police.uk/sd/stats-and-data/met/hate-crime-dashboard/</p> <p>Sex-specific educational provision in the borough: In Southwark, there are 13 mixed secondary schools, 6 girls' secondary schools and 3 boys' secondary schools⁷⁸.</p>
Sexual Orientation	<p>Crime rate per protected characteristic: Homophobic hate crime https://www.met.police.uk/sd/stats-and-data/met/hate-crime-dashboard/</p>
Socioeconomic Disadvantage	<p>Crime rate: 111.1 crimes per 1000 residents in the East Central Southwark MWA. Within the Old Kent Road Ward, the rate is 132.3 per 1000.⁷⁹</p> <p>Number of stop and searches: https://www.met.police.uk/sd/stats-and-data/met/stop-and-search-dashboard/</p> <p>Single parent households: There are 11,945 lone parents with dependent children⁸⁰.</p>

⁷⁸ <https://www.southwark.gov.uk/schools-and-education/schools-in-southwark/list-of-schools-in-southwark>

⁷⁹ <https://www.southwark.gov.uk/assets/attach/250837/2023-multi-ward-area-profiles-east-central-feb24-.pdf>

⁸⁰ <http://moderngov.southwark.gov.uk/documents/s72803/Appendix%201%20Best%20start%20in%20life%20Southwark%20school%20standards%20report%202017.pdf>

	At the end of KS2 73% of disadvantaged pupils are meeting the expected standard in English, Maths and writing ⁸¹
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⁸¹ https://www.compare-school-performance.service.gov.uk/schools-by-type?step=default&table=schools®ion=210&la-name=southwark&geographic=la&for=primary&basedon=Overall+performance&show=Disadvantaged+pupils&orderby=ks2.0.PTR.WM_EXP_FSM6CLA1A&orderdir=asc



Old Kent Road Area Action Plan
Proposed Submission Version
October 2024

Health Impact Assessment

Old Kent Road Area Action Plan 2024 appendices: Document Locator	
No.	Title
Appendix A	Old Kent Road AAP 2024
Appendix B	Consultation Plan
Appendix C	Consultation Report
Appendix D	Integrated Impact Assessment
Appendix E	Habitats Regulations Assessment
Appendix F	Equalities Impact Assessment, comprising:
	- EQIA Document 01: Executive Summary
	- EQIA Document 02: Summary of the EQIA
	- EQIA Document 03: Equalities Impact Assessment
	- EQIA Document 04: Supporting Datasets
Appendix G	Health Impact Assessment

Health Impact Assessment (HIA)

Name of organisation: Southwark Council

Name of project/plan/proposal): Old Kent Road Area Action Plan (OKR AAP) 2024

Planning reference (if applicable): N/A

Location of project/plan/proposal: Old Kent Road, Southwark

Date of assessment:

First version	July-November 2020
Second version	September 2024

Prepared by: Old Kent Road Planning and Growth Team

Contributors: Public Health Team

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6.0 Health Impact Assessment Matrix.....	9

1.0 Introduction

- 1.1 The Old Kent Road Area Action Plan (Old Kent Road AAP) has a range of health impacts on local people, and these vary based on protected characteristics and geographical location in the borough. This variance is addressed in the Equalities Impact Assessment (EQIA).
- 1.2 This Health Impact Assessment (HIA) has been collated to identify the impacts of planning issues on health in the borough. This assessment of the potential health and wellbeing impacts of the Old Kent Road Area Action Plan policies is guided by the principles of the Healthy Urban Design Unit (HUDU) Rapid Health Impact Assessment tool and the Healthy Urban Planning Checklist. The checklist aims to promote healthy urban planning by ensuring that the health and wellbeing implications of Area Action Planning documents are consistently taken into account.
- 1.3 This document was written by the planning policy team as a supporting document for the Old Kent Road AAP, with support and input from the Public Health team at LB Southwark.
- 1.4 The HIA is integrated into the Integrated Impact Assessment (IIA). The IIA in its assessment of the policies and their impact has taken into consideration the potential health impacts of the policy. The IIA also makes reference to a Mental Well-being Impact Assessment Screening which assesses the impacts of the policies on Mental Health.
- 1.5 The HIA was first prepared in July-November 2020 during the COVID 19 pandemic. This assessment has subsequently been updated in preparation for the Regulation 19 consultation of the Old Kent Road AAP to reflect the iterations of the policies and subsequent potential impacts on health and wellbeing of residents in Southwark. The HIA will continue to be updated as the plan progress finally into adoption.
- 1.6 This HIA is a desktop based assessment.

2.0 Overview of the Area Action Plan

- 2.1 The aim of the Old Kent Road AAP is to set out the policies and plans that will help us deliver wider improvements for the Old Kent Road Opportunity Area for years to come.
- 2.2 This policy document sets out Southwark's vision for the Old Kent Road Opportunity Area and in a greater level of detail how Area Vision 13 and Site Allocations NSP 56 to 62 of the Southwark Plan will be implemented.
- 2.3 The Vision focuses on re-establishing the Old Kent Road as one of London's most important arteries, connecting the city to the rest of Europe. The three prongs of the Vision are:
 - the 'Greener Belt', an ambitious plan to create a green corridor through the Opportunity Area by linking together enhanced existing open spaces,

new green pedestrian and cycle routes and new parks (with the potential to extend into other parts of the borough and our neighbouring boroughs of Lambeth and Lewisham);

- ‘Connecting Communities’, a strategy to deliver for all existing and future residents a range of high quality housing, youth facilities, schools leisure, health centres, parks and a wide variety of jobs; and
- The “Bow Tie” employment strategy, which seeks to capitalise on the area’s geographic location and leverage the benefits of the BLE to integrate the Old Kent Road Area into the cluster of business and economic centres north and south of the Thames (the City of London, the West End, Waterloo, Bankside, Vauxhall, Nine Elms, Canada Water and New Bermondsey).

2.4 The Strategy section of the AAP sets out how, through a number of objectives, the Vision will be achieved. The objectives relate to the following 10 aspects:

- Bakerloo Line Extension;
- new homes;
- employment, jobs and business;
- town centre, leisure and entertainment;
- movement;
- parks and open space;
- culture and heritage;
- energy and climate change;
- schools, community and youth; and
- health and wellbeing.

2.5 The Old Kent Road AAP also set out the thematic policies order to achieve the Vision and Strategy.

2.6 Once the Old Kent Road AAP is formally adopted by the council, planning decisions must be made in accordance with the policies set out in the development plan unless other material considerations indicate otherwise.

3.0 Health Determinants

3.1 To assess the health impact of the Old Kent Road AAP, it is necessary to identify the factors with the greatest influence on health (determinants of health). Health determinants are the social, economic, and environmental factors that indirectly influence health and wellbeing. Each policy will be assessed against these determinants of health. It is recognised that not all health determinants can be influenced by the policies in the AAP. Considering the health and wellbeing profile of Southwark ensures that the correct determinants are used in the assessment and that the AAP addresses issues relevant to our population.

4.0 Southwark Profile

4.1 A summary of the population profile for Southwark can be found in the IIA Appendix 3: Baseline Data - Facts and Figures. This provides a broad overview of health and wellbeing in Southwark. It includes the following sections:

- Demographics
- Socio-economic status
- Housing need
- Education, skills and training
- Environment

5.0 Health Impact Indicators

HUDU Rapid Health Impact Assessment Tool

5.1 The HUDU Rapid Health Impact Assessment Tool was developed as a tool to assess the likely health impacts of development plans, and a broad range of major applications. The assessment identifies those determinants of health which are likely to be influenced by the Old Kent Road Area Action Plan. It is not intended to identify all the issues relating to health and wellbeing. The assessment is intended to focus on the issues directly or indirectly impacted by the Area Action Plan.

5.2 For a policy document, the guidance sets out that it is appropriate to assess the health impacts using an Integrated Impact Assessment (IIA), full Health Impact Assessment (HIA) or incorporate health impacts into Sustainability Appraisal.

5.3 This document is an HIA that sits beneath an IIA that assesses the sustainability of the Old Kent Road Area Action Plan. The EQIA also identifies the potential health impacts of each policy in the OKRAAP. These documents form the Sustainability Appraisal of the Old Kent Road Area Action Plan.

5.4 This rapid HIA tool provides an assessment matrix in Section 1 based on eleven topics or broad determinants:

1. Housing design and affordability
2. Access to health and social care services and other social infrastructure
3. Access to open space and nature
4. Air quality, noise and neighbourhood amenity
5. Accessibility and active travel
6. Crime reduction and community safety
7. Access to healthy food
8. Access to work and training
9. Social cohesion and inclusive design
10. Minimising the use of resources
11. Climate change

HUDU Planning Contributions Model and Healthy Urban Planning Checklist

- 5.5 The HUDU Planning Contributions Model was developed for the purpose of assessing the impacts of urban planning on health. It is a comprehensive tool to assess the health service requirements and cost impacts of new residential developments.
- 5.6 The Healthy Urban Planning Checklist (2014) is designed to go further and explicitly recognise the role of planning in public health and using health issues as a way to promote and deliver good planning and design and raise standards. This is emulated in the adopted London Plan policy GG3 Creating a healthy city which aims to promote healthy lifestyles and reduce health inequalities.
- 5.7 Informed by the HUDU Planning Contributions Model, this assessment considers the positive, neutral, or negative impact of the policies according to the four key themes as detailed in the HUDU model and Healthy Urban Planning Checklist. These themes are: Housing design and affordability; Accessibility and active travel; Healthy environment; and Vibrant neighbourhoods.
- 5.8 This Health Impact Assessment is based on planning issues set out in the Urban Planning Health Checklist according to its four themes:
- Housing Design and affordability
 1. Housing design
 2. Accessible housing
 3. Healthy living
 4. Housing mix and affordability
 - Accessibility and active travel
 1. Promoting cycling and walking
 2. Safety
 3. Connectivity
 4. Minimising car use
 - Healthy environment
 1. Construction
 2. Air quality
 3. Noise
 4. Contaminated land
 5. Open space
 6. Play space
 7. Biodiversity
 8. Local food growing
 9. Flood risk
 10. Overheating
 - Vibrant neighbourhoods

1. Healthcare services
2. Education
3. Access to social infrastructure
4. Local employment and healthy
5. Access to local food shops
6. Public buildings and spaces

5.9 These planning issues are attributed to health issues that the policies are addressing. The above issues are indicators that are reflected in the IIA Appendix 9: Baseline Indicators.

5.10 This Health Impact Assessment is informed by both the HUDU Rapid Health Impact Assessment Tool and HUDU Planning Contributions Model and Healthy Urban Planning Checklist. This HIA has taken a desktop based assessment.

Assessment Methodology

5.11 This Health Impact Assessment highlights the policy related to each planning and health related issue, and assesses its impact on health. These are:

- Positive - the policy has a likely positive impact on health impacts for local residents;
- Neutral - the policy has neither likely positive or negative health impacts for local residents;
- Negative - the policy has a negative impact on health and a mitigation will be provided.

5.12 Where there is not a specific policy in the OKRAAP which addresses the issue, details have been provided as to how Southwark Council resolves these issues collectively as a council.

6.0 Health Impact Assessment Matrix

Theme 1: Housing design and affordability

Planning Issue	Assessment Criteria	Relevant?	Details/evidence (policy requirements and standards)	Potential health impact?	Recommended mitigation or enhancement actions	Health issue policy aims to address
	<i>Question</i>	Yes No N/A	<i>Policy that meets this requirement</i>	<i>Positive Negative Neutral Uncertain</i>	<i>Mitigation or enhancement identified?</i>	<i>Aims to solve health and wellbeing issues such as....</i>
Housing design	Does the plan seek to meet Building Regulation requirement M4 (2)?	Yes	Policy AAP3 'Homes For All' sets out that accessible homes will be delivered for both older and vulnerable residents and ensure they are helped to find the right housing for them to live as independently possible.	Positive	<p>This standard is set out in the Southwark Plan 2022. This is the local plan for Southwark and sits above the OKR AAP, and the OKR AAP must comply with this overarching policy document.</p> <p>Policy P8 Wheelchair accessible and adaptable housing sets out that the build major residential development must meet Building Regulation M4(3) standard in at least 10% of homes as measured habitable rooms. This policy applies to across the Old Kent Road Opportunity Area.</p>	The provision of accessible homes promotes improved quality of life for residents with disabilities and ensures they are able to live as independently as possible, and that has positive impacts for residents mental and physical health and wellbeing.

Planning Issue	Assessment Criteria	Relevant?	Details/evidence (policy requirements and standards)	Potential health impact?	Recommended mitigation or enhancement actions	Health issue policy aims to address
	Does the plan contain homes that are highly energy efficient?	Yes	Policy AAP13 'Climate Emergency' sets out that all buildings should be energy efficient to reduce carbon emissions in response to the climate emergency.	Neutral	<p>This is further set out in the Southwark Plan 2022. This is the local plan for Southwark and sits above the OKR AAP, and the OKR AAP must comply with this overarching policy document.</p> <p>Policy P69 'Sustainability Standards' sets out the required standards for energy efficient design which all to all development.</p>	By creating energy efficient homes it ensures that residents are able to regulate the temperatures in their homes in an affordable way to reduce the impact of excess hot and cold on their health and wellbeing.
			Policy AAP3 'Homes For All' sets out that homes should be of high quality.			

Planning Issue	Assessment Criteria	Relevant?	Details/evidence (policy requirements and standards)	Potential health impact?	Recommended mitigation or enhancement actions	Health issue policy aims to address
	Does the plan meet all the health and wellbeing credits contained in the Code for Sustainable Homes for daylighting, sound insulation, private space and Lifetime Homes?	Yes partly. Whilst Code for Sustainable Homes standards are no longer applicable to planning decisions. The aims of achieving good quality of daylighting, sound insulation and private space are still relevant.	<p>Policy AAP 9 ‘The Greener Belt Strategy – Parks and Healthy Streets’ re-iterates the requirements for private and communal amenity space.</p> <p>Policy AAP 14 ‘Water Management, Air and Noise Quality’ sets out requirements for considerations of sound.</p>	Neutral	<p>This is further set out in the Southwark Plan 2022. This is the local plan for Southwark and sits above the OKR AAP, and the OKR AAP must comply with this overarching policy document.</p> <p>Policy P69 ‘Sustainability Standards’ sets out the required standards for energy efficient design which all to all development.</p> <p>Policy P66 ‘Reducing noise pollution and enhancing soundscapes’ sets out the requirements for sound insulation which applies across the Old Kent Road Opportunity Area.</p>	<p>The policy will ensure an adequate supply of affordable housing and that it meets space standards reducing risk of overcrowding. The effect this will have is the potential to improve physical and mental wellbeing and safety.</p> <p>Providing mixed developments that conform with local needs will strengthen the community.</p> <p>The policy seeks to tackle noise pollution. The effect this will have is the potential to improve mental wellbeing.</p>

Planning Issue	Assessment Criteria	Relevant?	Details/evidence (policy requirements and standards)	Potential health impact?	Recommended mitigation or enhancement actions	Health issue policy aims to address
Accessible housing	Does the plan provide accessible homes for older or disabled people?	Yes	AAP3 'Homes For All' sets out that homes must be accessible and affordable.	Positive	<p>This is further set out in the Southwark Plan 2022. This is the local plan for Southwark and sits above the OKR AAP, and the OKR AAP must comply with this overarching policy document.</p> <p>Policy P8 'Wheelchair accessible and adaptable housing' sets out that the build major residential development must meet Building Regulation M4(3) standard in at least 10% of homes as measured habitable rooms. This policy applies to across the Old Kent Road Opportunity Area.</p>	Providing adaptable homes allows residents to remain in their home despite changing accommodation requirements. In this context, adaptable housing more easily permits care to be provided in the community.
	Does the plan address the housing needs of older people, i.e. extra care housing, sheltered housing, lifetime homes and	Yes	AAP3 'Homes For All' sets out a strategy to ensure vulnerable residents are helped to find the right housing to live as independently as possible.	Neutral	<p>This is further set out in the Southwark Plan 2022. This is the local plan for Southwark and sits above the OKR AAP, and the OKR AAP must comply with this overarching policy document.</p> <p>Policy P8 'Wheelchair</p>	Providing adaptable homes allows residents to remain in their home despite changing accommodation requirements. In this context, adaptable housing more easily

Planning Issue	Assessment Criteria	Relevant?	Details/evidence (policy requirements and standards)	Potential health impact?	Recommended mitigation or enhancement actions	Health issue policy aims to address
	wheelchair accessible homes?				<p>accessible and adaptable housing' sets out that the build major residential development must meet Building Regulation M4(3) standard in at least 10% of homes as measured habitable rooms. This policy applies to across the Old Kent Road Opportunity Area.</p> <p>Policy P7 'Housing for Older People' sets out that development should provide new specialist housing for older people where appropriate.</p>	permits care to be provided in the community.
	Does the plan include homes that can be adapted to support independent living for older and disabled people?	Yes	AAP3 'Homes For All' sets out a strategy to ensure vulnerable residents are helped to find the right housing to live as independently as possible.	Neutral	<p>This is further set out in the Southwark Plan 2022. This is the local plan for Southwark and sits above the OKR AAP, and the OKR AAP must comply with this overarching policy document.</p> <p>Policy P7 'Housing for Older People' sets out that development should provide new specialist housing for older</p>	Providing adaptable homes allows residents to remain in their home despite changing accommodation requirements. In this context, adaptable housing more easily permits care to be provided in the community.

Planning Issue	Assessment Criteria	Relevant?	Details/evidence (policy requirements and standards)	Potential health impact?	Recommended mitigation or enhancement actions	Health issue policy aims to address
					people where appropriate.	
Healthy living	Does the plan ensure that every non-ground floor dwelling is accessible by a lift which can accommodate an ambulance trolley?	Yes	AAP3 'Homes For All' sets out a strategy to ensure vulnerable residents are helped to find the right housing to live as independently as possible.	Neutral	This is further set out in the Southwark Plan 2022. This is the local plan for Southwark and sits above the OKR AAP, and the OKR AAP must comply with this overarching policy document. Strategic Policy SP1 'Quality affordable homes' sets out requirements to deliver housing to suit a range of housing needs and types of accommodation.	Providing adaptable homes allows residents to remain in their home despite changing accommodation requirements. In this context, adaptable housing more easily permits care to be provided in the community.
			Policy AAP12 'Design' sets out that development must be of inclusive design and be accessible for people of all ages and disabilities.			

Planning Issue	Assessment Criteria	Relevant?	Details/evidence (policy requirements and standards)	Potential health impact?	Recommended mitigation or enhancement actions	Health issue policy aims to address
Housing mix and affordability	Does the plan provide dwellings with adequate internal space, including sufficient storage and separate kitchen and living spaces? Does the plan promote good design through layout and orientation, meeting internal space standards?	Yes	AAP3 'Homes For All' sets out a strategy to deliver good quality housing.	Neutral	<p>This is further set out in the Southwark Plan 2022. This is the local plan for Southwark and sits above the OKR AAP, and the OKR AAP must comply with this overarching policy document.</p> <p>Policy P8 'Wheelchair accessible and adaptable housing' sets out space standards for development meeting Building Regulation M4(3) standard.</p> <p>Policies in the Southwark Plan 2022 set out amenity provision for different types of specialist housing.</p>	The policy will ensure a supply of housing that meets space standards. The effect this will have is the potential to improve mental health and wellbeing.
	Does the plan encourage the use of stairs by ensuring that they are well located, attractive and welcoming?	Yes	Policy AAP 12 'Design' sets out principles of good design for the OKR Opportunity Area.	Neutral	<p>This is further set out in the Southwark Plan 2022. This is the local plan for Southwark and sits above the OKR AAP, and the OKR AAP must comply with this overarching policy document.</p>	Tackles physical inactivity and associated health issues

Planning Issue	Assessment Criteria	Relevant?	Details/evidence (policy requirements and standards)	Potential health impact?	Recommended mitigation or enhancement actions	Health issue policy aims to address
					<p>Policy P14 'Design' quality sets out design standards and requirements to ensure good quality design in all buildings.</p> <p>The use of stairs is promoted at Council offices for those able, and is an initiative promoted by the Public Health team.</p>	
	Does the plan include a range of housing types and sizes, including affordable housing responding to local housing needs?	Yes	Policy AAP3 'Homes For All' sets out the need for a range of housing types and sizes to meet a range of housing needs in the Old Kent Road Opportunity Area.	Neutral	<p>This is further set out in the Southwark Plan 2022. This is the local plan for Southwark and sits above the OKR AAP, and the OKR AAP must comply with this overarching policy document.</p> <p>Strategic Policy SP1 'Quality affordable homes' sets out requirements to deliver housing to suit a range of housing needs and types of accommodation.</p>	The policy will ensure a supply of housing that meets the local need. The effect this will have is the potential to improve mental health and wellbeing.

Planning Issue	Assessment Criteria	Relevant?	Details/evidence (policy requirements and standards)	Potential health impact?	Recommended mitigation or enhancement actions	Health issue policy aims to address
Social cohesion and inclusive design	Does the plan connect with existing communities, i.e. layout and movement which avoids physical barriers and severance and land uses and spaces which encourage social interaction?	Yes	Policy AAP12 'Design' sets out that design should be accessible and inclusive. It also sets out that design must foster a positive relationship for residents and existing communities to interact and improve connectivity for all.	Positive	<p>This is further set out in the Southwark Plan 2022. This is the local plan for Southwark and sits above the OKR AAP, and the OKR AAP must comply with this overarching policy document.</p> <p>Policy P13 'Design of places' sets out that development must provide accessible and inclusive design for all ages and people with disabilities. It also sets out that spaces should provide seating for residents and visitors and deliver a high quality public realm to enable positive social interaction.</p>	Better legibility will improve walking and cycling options can help people achieve recommended daily physical activity levels. Providing safe and well-lit walking and cycling routes can improve safety and perception of safety. The removal of physical barriers can help achieve this.
			AAP10 'Tall Buildings Strategy – The Stations and The Crossings' sets out a strategy for tall buildings that creates landmarks to improve legibility and enhance the character of the Old Kent Road area.			
			AAP 8 'Movement – People, Place, and Experience' focuses on encouraging active travel especially safer			

Planning Issue	Assessment Criteria	Relevant?	Details/evidence (policy requirements and standards)	Potential health impact?	Recommended mitigation or enhancement actions	Health issue policy aims to address
			walking and cycling including quiet routes and safer pedestrian crossing points.			
			AAP 9 'The Greener Belt Strategy – Parks and Healthy Streets' and the OKR AAP masterplan are designed to facilitate social interaction and improve public spaces for all.			
	Does the plan include a mix of uses and a range of community facilities?	Yes	Policy AAP 5 'Businesses and Workspace – The Bow Tie' promotes mixed use development to create vibrant communities. The OKR AAP masterplan sets out locations for new community and sports facilities.	Positive	This is further set out in the Southwark Plan 2022. This is the local plan for Southwark and sits above the OKR AAP, and the OKR AAP must comply with this overarching policy document. Policy P35 'Town and local centres' sets out that development must provide main	By co-locating a mix of uses and community uses more activity in the public domain will be created, which can improve safety and security. In turn, this will encourage more people to walk and use public spaces

Planning Issue	Assessment Criteria	Relevant?	Details/evidence (policy requirements and standards)	Potential health impact?	Recommended mitigation or enhancement actions	Health issue policy aims to address
			Policy AAP 7 'Town Centres, Leisure and Entertainment' sets out a strategy for retaining retail floor space and introducing new uses to create a lively major town centre with new community uses.		town centre uses including markets, community, civic, leisure and cultural uses.	which is beneficial to their physical and mental wellbeing.

Planning Issue	Assessment Criteria	Relevant?	Details/evidence (policy requirements and standards)	Potential health impact?	Recommended mitigation or enhancement actions	Health issue policy aims to address
	Does the plan provide opportunities for the voluntary and community sectors?	Yes	Policy AAP 7 'Town Centres, Leisure and Entertainment' aims to deliver an inclusive network of independently and institutional arts and cultural spaces and facilities for the local community, as well as dedicated community spaces in the Old Kent Road Opportunity Area.	Positive	The Sustainable Growth team is working with local community groups to deliver projects for local people.	This contributes to a greater sense of place and community, which improves mental wellbeing for local residents.
	Does the plan take into account issues and principles of inclusive and age-friendly	Yes	Policy AAP12 'Design' sets out that design must be accessible and inclusive.		This is further set out in the Southwark Plan 2022. This is the local plan for Southwark and sits above the OKR AAP, and the OKR AAP must comply with this overarching policy	By ensuring that everyone can benefit from regeneration it promotes inclusion which has positive impacts on mental

Planning Issue	Assessment Criteria	Relevant?	Details/evidence (policy requirements and standards)	Potential health impact?	Recommended mitigation or enhancement actions	Health issue policy aims to address
	design?		Policy AAP 15 'Great Start in Life' sets out a strategy for delivering spaces that are friendly for younger people that are safe and offer leisure and recreation activities.		document. Policy P13 'Design of places' sets out that development must provide accessible and inclusive design for all ages and people with disabilities.	health and wellbeing.
Crime reduction and community safety	Does the plan incorporate elements to help design out crime?	Yes	Policy AAP12 'Design' recognises the need for good design to reduce opportunities for crime.	Positive	This is further set out in the Southwark Plan 2022. This is the local plan for Southwark and sits above the OKR AAP, and the OKR AAP must comply with this overarching policy document. Policy P16 'Designing out crime' sets out that development must be designed with secured by design principles. This is important to promote a sense of security and inclusion.	Ensures everyone can access benefits of regeneration to improve feeling of inclusion and therefore improve mental health and wellbeing

Planning Issue	Assessment Criteria	Relevant?	Details/evidence (policy requirements and standards)	Potential health impact?	Recommended mitigation or enhancement actions	Health issue policy aims to address
	Does the plan include attractive, multi-use public spaces and buildings?	Yes	Policy AAP 7 'Town Centres, Leisure and Entertainment' promotes mixed use development and multi-use public spaces and buildings especially for community uses.	Positive	<p>This is further set out in the Southwark Plan 2022. This is the local plan for Southwark and sits above the OKR AAP, and the OKR AAP must comply with this overarching policy document.</p> <p>Policy P51 'Walking' sets out that improving the walking experience is crucial to bring public spaces closer to residents to encourage a healthy and active lifestyle.</p>	Ensures everyone can access benefits of regeneration to improve feeling of inclusion and therefore improve mental health and wellbeing
			Policy AAP 9 'The Greener Belt Strategy – Parks and Healthy Streets' sets out that spaces should be accessible for all and create a healthier environment for pedestrians and cyclists.			

Planning Issue	Assessment Criteria	Relevant?	Details/evidence (policy requirements and standards)	Potential health impact?	Recommended mitigation or enhancement actions	Health issue policy aims to address
	Does the plan consider health inequalities by addressing local needs through community engagement?	Yes	The OKR AAP has an equalities impact assessment (EQIA), which can be found at Appendix F. It reflects issues of public health for each of the protected characteristics for each policy.	Neutral	The Development Consultation Charter sets out detailed aims for reducing social, economic and health inequalities and explains how we will monitor our progress towards achieving a number of promises which the Council has made to the community.	This promotes good working relationships and inclusion, which can contribute to positive impacts on mental health and wellbeing.
	Has engagement and consultation been carried out with the local community and voluntary sector?	Yes	AAP 15 'Great Start in Life' sets out, amongst other things, that: space will be provided for young people to hold events and activities at 231 Old Kent Road community hub; young people will be engaged through council run community events (both at 231 Old Kent Road and other facilities, if appropriate, in the area).	Positive	<p>Further details of consultation with local residents and community groups is set out in the "You said, we did" document and the Consultation Plan.</p> <p>A dedicated website has been set up to communicate any latest news about the Old Kent Road Opportunity Area, including any consultations.</p> <p>A Community Review Panel has been set up for residents to assess applications and decisions made in the Old Kent Road Opportunity Area.</p>	This promotes good working relationships and inclusion, which can contribute to positive impacts on mental health and wellbeing.

Planning Issue	Assessment Criteria	Relevant?	Details/evidence (policy requirements and standards)	Potential health impact?	Recommended mitigation or enhancement actions	Health issue policy aims to address
	Does the plan incorporate design techniques to help people feel secure and avoid creating 'gated communities'?	Yes	Policy AAP12 'Design' promotes accessible and inclusive design to ensure that people feel secure. It sets out that development must follow the secured by design principles that aim to design out crime.	Positive	<p>This is further set out in the Southwark Plan 2022. This is the local plan for Southwark and sits above the OKR AAP, and the OKR AAP must comply with this overarching policy document.</p> <p>Policy P16 'Designing out crime' sets out that development must be designed with secured by design principles. This is important to promote a sense of security and inclusion.</p>	By creating inclusive and secure design and public realm, it promotes a stronger sense of security which can have positive impacts on mental health and wellbeing of local residents.

Theme 2: Accessibility and active travel

Issue	Assessment Criteria	Relevant?	Details/evidence (policy requirements and standards)	Potential health impact?	Recommended mitigation or enhancement actions	Health issue policy aims to address
	<i>Question</i>	Yes No N/A	<i>Policy that meets this requirement</i>	<i>Positive Negative Neutral Uncertain</i>	<i>Mitigation or enhancement identified?</i>	<i>Aims to solve health and wellbeing issues such as....</i>
Promoting walking and cycling	Does the plan prioritise and encourage walking, for example through the use of shared spaces?	Yes	Policy AAP8 'Movement – People, Place and Experience' sets out a strategy to improve the experience for pedestrians and promoting walking as a viable alternative to reliance on a private vehicle.	Positive	This is further set out in the Southwark Plan 2022. This is the local plan for Southwark and sits above the OKR AAP, and the OKR AAP must comply with this overarching policy document. Policy P50 'Walking' sets out the need to improve the experience of walkability in the borough to promote a healthy active lifestyle.	Improving walking and cycling options can help people achieve recommended daily physical activity levels. Promoting active travel reduces the risk of ill health by having a positive impact on air quality.
	Does the plan promote cycling and walking through measures in a travel plan, including adequate cycle parking and cycle	Yes	Policy AAP8 'Movement – People, Place and Experience' sets out a strategy to improve the experience for pedestrians and promoting walking and cycling as a viable	Positive	This is further set out in the Southwark Plan 2022. This is the local plan for Southwark and sits above the OKR AAP, and the OKR AAP must comply with this overarching policy document. Policy P50 'Walking' sets out the	Improving walking and cycling options can help people achieve recommended daily physical activity levels. Promoting active travel reduces the risk of ill

Issue	Assessment Criteria	Relevant?	Details/evidence (policy requirements and standards)	Potential health impact?	Recommended mitigation or enhancement actions	Health issue policy aims to address
	storage?		alternative to reliance on a private vehicle.		<p>need to improve the experience of walkability in the borough to promote a healthy active lifestyle.</p> <p>Policy P51 'Cycling' promotes cycling storage provision and the creation of safer routes to encourage cycling.</p>	health by having a positive impact on air quality.
	Does the plan address the ten Healthy Streets indicators?	Yes	<p>The ten TfL Healthy Streets indicators are:</p> <ul style="list-style-type: none"> - Clean air - People feel relaxed - Things to do and see - People feel safe - Pedestrians from all walks of life - People choose to walk, cycle and use public transport - Easy to cross - Shade and shelter - Places to stop and rest - Not too noisy 	Positive	<p>This is further set out in the Southwark Plan 2022. This is the local plan for Southwark and sits above the OKR AAP, and the OKR AAP must comply with this overarching policy document.</p> <p>Policy SP6 'Climate Emergency' addresses these issues in the Southwark Plan 2022.</p>	By improving the pedestrian and cyclist experience, it encourages people to use active travel modes, and be more active which has benefits for mental and physical health and wellbeing.

Issue	Assessment Criteria	Relevant?	Details/evidence (policy requirements and standards)	Potential health impact?	Recommended mitigation or enhancement actions	Health issue policy aims to address
			<p>Policy AAP9 'The Greener Belt Strategy – Parks and Healthy Streets' aims to: re-landscape wider pavements to improve biodiversity; provide more crossing points; deliver a range of green links that inter-connect the area's existing and proposed public open spaces; and create a healthier street environment.</p>			
Safety	Does the plan include traffic management and calming measures and safe and well lit pedestrian and cycle crossings and routes?	Yes	<p>Policy AAP8 'Movement – People, Place and Experience' sets out a strategy to improve safety for pedestrians and cyclists.</p>	Positive	<p>The transport policy team and highways team are responsible for traffic management measures. The adopted Movement Plan (2019) addresses these issues of pedestrian and cycling safety.</p>	<p>Improving walking and cycling options can help people achieve recommended daily physical activity levels. Providing safe and well-lit walking and cycling routes can improve safety and perception of safety.</p>

Issue	Assessment Criteria	Relevant?	Details/evidence (policy requirements and standards)	Potential health impact?	Recommended mitigation or enhancement actions	Health issue policy aims to address
Connectivity	Does the plan connect public realm and internal routes to local and strategic cycle and walking networks and public transport?	Yes	Policy AAP8 'Movement – People, Place and Experience' sets out a strategy to expand and improve the area's walking and cycling network, doing so with consideration to improving safety for pedestrians and cyclists.	Positive	<p>This is further set out in the Southwark Plan 2022. This is the local plan for Southwark and sits above the OKR AAP, and the OKR AAP must comply with this overarching policy document.</p> <p>Policy P53 'Cycling' sets out how the number of people who cycle and the number of trips made by bicycle should be increased, and also sets out how we will ensure our streets support easy and safe cycling.</p> <p>Policy P52 'Low Line routes' sets out how railway arches can be used to improve pedestrian experience and safety by creating new safer walking routes and improving the public realm.</p>	Providing greater connectivity will encourage physical activity and promote active travel through the creation of safer pedestrian routes.
	Does the plan prioritise and encourage cycling, for	Yes	Policy AAP8 'Movement – People, Place and Experience' sets out a strategy to	Positive	This is further set out in the Southwark Plan 2022. This is the local plan for Southwark and sits above the OKR AAP, and	Improving walking and cycling options can help people achieve

Issue	Assessment Criteria	Relevant?	Details/evidence (policy requirements and standards)	Potential health impact?	Recommended mitigation or enhancement actions	Health issue policy aims to address
	example by providing secure cycle parking, showers and cycle lanes?		improve safety for pedestrians and cyclists.		<p>the OKR AAP must comply with this overarching policy document.</p> <p>Policy P53 'Cycling' sets out how the number of people who cycle and the number of trips made by bicycle should be increased, and also sets out how we will ensure our streets support easy and safe cycling.</p> <p>Policy P52 'Low Line routes' sets out how railway arches can be used to improve pedestrian experience and safety by creating new safer walking routes and improving the public realm. The Southwark Spine Cycling Route also sets out improved and safer routes for cyclists.</p>	recommended daily physical activity levels. Promoting active travel reduces the risk of ill health by having a positive impact on air quality.
	Is the plan well connected to public transport, local services and facilities?	Yes	Policy AAP8 'Movement – People, Place and Experience' sets out a strategy to improve connectivity and accessibility to	Positive	This is further set out in the Southwark Plan 2022. This is the local plan for Southwark and sits above the OKR AAP, and the OKR AAP must comply with this overarching policy	By improving connectivity and accessibility, it promotes inclusion which encourages positive mental

Issue	Assessment Criteria	Relevant?	Details/evidence (policy requirements and standards)	Potential health impact?	Recommended mitigation or enhancement actions	Health issue policy aims to address
			<p>walking, cycling and public transport.</p> <p>Policy AAP1 'Bakerloo Line Upgrade and Extension' sets out a strategy to deliver the Bakerloo Line Extension along the route of the Old Kent Road high street, to include the construction of two underground stations, to improve accessibility to the tube network.</p>		<p>document.</p> <p>Policy P49 'Public Transport' sets out that development must demonstrate that the public transport network has sufficient capacity to support new development.</p>	<p>wellbeing.</p>
	<p>Does the plan connect public realm and internal routes to local and strategic cycle and walking networks?</p>	<p>Yes</p>	<p>Policy AAP8 'Movement – People, Place and Experience' promotes walking and cycling as key modes of travel in the OKR Opportunity Area.</p>	<p>Positive</p>	<p>This is further set out in the Southwark Plan 2022. This is the local plan for Southwark and sits above the OKR AAP, and the OKR AAP must comply with this overarching policy document.</p> <p>Policy P13 'Design Of Places' sets out a strategy for development to follow to set out how the public realm can be</p>	<p>Improving walking and cycling options can help people achieve recommended daily physical activity levels. Promoting active travel reduces the risk of ill health by having a positive impact on air quality.</p>

Issue	Assessment Criteria	Relevant?	Details/evidence (policy requirements and standards)	Potential health impact?	Recommended mitigation or enhancement actions	Health issue policy aims to address
					<p>utilised to create safer and more attractive cycling and walking network.</p> <p>The adopted Movement Plan (2019) sets out a vision for walking and cycling priority and new routes.</p>	
	Does the plan allow people with mobility problems or a disability to access buildings	Yes	Policy AAP12 'Design' sets out that design should be accessible and inclusive.	Positive	This is further set out in the Southwark Plan 2022. This is the local plan for Southwark and sits above the OKR AAP, and the OKR AAP must comply with	By creating spaces for people to rest and making accessibility to spaces easier, it

Issue	Assessment Criteria	Relevant?	Details/evidence (policy requirements and standards)	Potential health impact?	Recommended mitigation or enhancement actions	Health issue policy aims to address
	and places?		Policy AAP8 'Movement – People, Place and Experience' sets out requirements for wheelchair accessible parking to improve access to places for with disabilities.		<p>this overarching policy document.</p> <p>Policy P8 'Wheelchair accessible and adaptable housing' sets out the strategy for the delivery of accessible housing.</p> <p>Policy P13 'Design of Places' promotes accessible and inclusive design of places.</p> <p>Policy P54 'Parking standards for disabled people and mobility impaired people' sets out requirement to deliver accessible parking.</p>	enables safer active travel and activity for all, which contributes to improved mental and physical health and wellbeing.
Minimise car use	Does the plan seek to minimise car use by reducing car parking provision, controlled parking zones, car free development and car clubs?	Yes	Policy AAP8 'Movement – People, Place and Experience' promotes car free development and prioritises walking, cycling and public transport.	Positive	<p>This is further set out in the Southwark Plan 2022. This is the local plan for Southwark and sits above the OKR AAP, and the OKR AAP must comply with this overarching policy document.</p> <p>Policy P54 'Car Parking' sets out the strategy for delivering</p>	<p>Reducing car journeys and removing cars from roads will encourage more walking and cycling and improve air quality.</p> <p>Reducing car travel</p>

Issue	Assessment Criteria	Relevant?	Details/evidence (policy requirements and standards)	Potential health impact?	Recommended mitigation or enhancement actions	Health issue policy aims to address
					<p>car-free development (except Blue Badge parking) and controlled parking zones (CPZs).</p> <p>The Movement Plan (2019) sets out a vision for vehicle reduction and traffic calming measures.</p>	<p>will also contribute to a reduction in the emission of greenhouse gases and thus contribute to the mitigation of climate change.</p>
	<p>Does the plan include traffic management and calming measures to help reduce and minimise road injuries?</p>	<p>Yes</p>	<p>Policy AAP8 'Movement – People, Place and Experience' sets out where there are Low Emission neighbourhoods to improve road safety. The policy also aims to deliver safer pedestrian crossings and quieter walking and cycling routes.</p>	<p>Positive</p>	<p>This is further set out in the Southwark Plan 2022. This is the local plan for Southwark and sits above the OKR AAP, and the OKR AAP must comply with this overarching policy document.</p> <p>Policy P12 'Design Of Places' sets out that development must ensure a high quality public realm that encourages walking and cycling is safe, legible and attractive.</p> <p>The Movement Plan (2019) sets out a vision for vehicle reduction and traffic calming measures.</p>	<p>By introducing safety measures to roads, it creates safer streets for all reducing casualties on the roads and making active travel safer, encouraging more active lifestyles, which has benefits for physical and mental health and wellbeing.</p>

Theme 3: Healthy Environment

Issue	Assessment Criteria	Relevant?	Details/evidence (policy requirements and standards)	Potential health impact?	Recommended mitigation or enhancement actions	Health issue policy aims to address
	<i>Question</i>	Yes No N/A	<i>Policy that meets this requirement</i>	<i>Positive Negative Neutral Uncertain</i>	<i>Mitigation or enhancement identified?</i>	<i>Aims to solve health and wellbeing issues such as....</i>
Construction	Does the plan minimise construction impacts such as dust, noise, vibration and odours?	Yes	Policy AAP14 'Water Management, Air and Noise Quality' sets out that development must be designed with the Agent of Change principle in mind to ensure that established noise and other nuisance generating uses may continue to successfully operate.	Positive	<p>This is further set out in the Southwark Plan 2022. This is the local plan for Southwark and sits above the OKR AAP, and the OKR AAP must comply with this overarching policy document.</p> <p>Policy P66 'Reducing noise pollution and enhancing soundscapes' sets out that measures should be taken to mitigate against noise.</p>	<p>The policy seeks to reduce the negative impacts of health caused by construction and development activity.</p> <p>The policy seeks to reduce the risk of ill health by ensuring minimum standards of air quality and that potential impacts are minimised and mitigated.</p> <p>This will reduce the levels of greenhouse gases produced in the borough, which will contribute to the mitigation of climate</p>

Issue	Assessment Criteria	Relevant?	Details/evidence (policy requirements and standards)	Potential health impact?	Recommended mitigation or enhancement actions	Health issue policy aims to address
						change.
Air quality	Does the plan minimise air pollution caused by traffic and energy facilities?	Yes	Policy AAP13 'Climate Emergency' and Policy AAP8 'Movement – People, Place and Experience' sets out how a modal shift towards cycling and walking can improve air quality.	Positive	<p>LB Southwark monitors air quality to ensure that measures are taken to mitigate against the issue of air quality.</p> <p>The School Superzones Initiative aims to improve air quality outside of schools. The Old Kent Road Opportunity Area is a designated School Superzone.</p>	<p>The policy seeks to reduce the risk of ill health by ensuring minimum standards of air quality and that potential impacts are minimised and mitigated.</p> <p>This will reduce the levels of greenhouse gases produced in the borough, which will contribute to the mitigation of climate change.</p>

Issue	Assessment Criteria	Relevant?	Details/evidence (policy requirements and standards)	Potential health impact?	Recommended mitigation or enhancement actions	Health issue policy aims to address
Noise	Does the plan minimise the impact of noise caused by traffic and commercial uses through insulation, site layout and landscaping?	Yes	Policy AAP14 'Water Management, Air and Noise Quality' sets out that development must be designed with the Agent of Change principle in mind to ensure that established noise and other nuisance generating uses may continue to successfully operate.	Positive	<p>This is further set out in the Southwark Plan 2022. This is the local plan for Southwark and sits above the OKR AAP, and the OKR AAP must comply with this overarching policy document.</p> <p>Policy P66 'Reducing noise pollution and enhancing soundscapes' sets out that measures should be taken to mitigate against noise.</p>	This policy seeks to reduce the risk of ill health by ensuring potential impacts of noise pollution are minimised and mitigated.
Contaminated land	Does the plan set out how contaminated land will be dealt with?	No	This is not set out in the Old Kent Road Area Action Plan but in the Southwark Plan 2022. As such, there is overarching policy to address this.	Neutral	<p>This is further set out in the Southwark Plan 2022. This is the local plan for Southwark and sits above the OKR AAP, and the OKR AAP must comply with this overarching policy document.</p> <p>Policy P64 'Contaminated land and hazardous substances' of the Southwark Plan 2022 sets out that development that</p>	This policy seeks to ensure that residents' health and wellbeing will not be put at risk by preventing development on contaminated land or mitigating impacts from such land.

Issue	Assessment Criteria	Relevant?	Details/evidence (policy requirements and standards)	Potential health impact?	Recommended mitigation or enhancement actions	Health issue policy aims to address
					has an adverse impact on the environment will not be permitted and development must mitigate against contaminated land.	

Issue	Assessment Criteria	Relevant?	Details/evidence (policy requirements and standards)	Potential health impact?	Recommended mitigation or enhancement actions	Health issue policy aims to address
Open space	Does the plan retain or replace existing open space and in areas of deficiency, provide new open or natural space, or improve access to existing spaces?	Yes	<p>Policy AAP9 'The Greener Belt Strategy - Parks and Healthy Streets' sets out the strategy to deliver green space in the OKR Opportunity Area and acknowledges the open space deficiency in the area.</p> <p>For each of the five Sub Areas there is a section on parks and recreation which sets out where there are new or improvements to existing green and open spaces. This is to address the green space deficiency in the Old Kent Road Opportunity Area.</p>	Positive	This is supported by the Council's Parks and Leisure department.	This policy seeks to protect the availability of open spaces and undeveloped land. This may have a positive impact on residents' health and wellbeing, including promoting physical activity and may reduce the demand on physical and mental health facilities through people having more active lifestyles.

Issue	Assessment Criteria	Relevant?	Details/evidence (policy requirements and standards)	Potential health impact?	Recommended mitigation or enhancement actions	Health issue policy aims to address
	Does the plan set out how new open space will be managed and maintained?	No	This is agreed through the planning process.	Positive	This is supported by the Council's Parks and Leisure department.	This policy seeks to protect the availability of open spaces and undeveloped land. This may have a positive impact on residents' health and wellbeing, including promoting physical activity and may reduce the demand on physical and mental health facilities through people having more active lifestyles.

Issue	Assessment Criteria	Relevant?	Details/evidence (policy requirements and standards)	Potential health impact?	Recommended mitigation or enhancement actions	Health issue policy aims to address
Play space	Does the plan provide a range of play spaces for children and young people?	Yes	Together, Policy AAP9 'The Greener Belt - Parks and Healthy Streets' and Policy AAP16 'Child and Youth Provision' set out that development must provide (or contribute towards) a range of play and social spaces that are inclusive and accessible for all, and for a range of ages too.	Positive	<p>This is further set out in the Southwark Plan 2022. This is the local plan for Southwark and sits above the OKR AAP, and the OKR AAP must comply with this overarching policy document.</p> <p>Policy P15 'Residential design' of the Southwark Plan 2022 sets out a need for development to provide communal amenity space and play space and to provide a financial contribution in circumstances where this is not possible.</p>	This policy seeks to ensure provision of sufficient and appropriate physical and green infrastructure and amenity space. This may have a positive impact on residents' health and wellbeing by encouraging physical activity and may lead to a reduction in demand for health and social care services.
Biodiversity	Does the plan contribute to nature conservation and biodiversity?	Yes	Together, Policy AAP9 'The Greener Belt - Parks and Healthy Streets' and Policy AAP14 'Water Management, Air and Noise Quality' sets out that green infrastructure should be utilised for biodiversity.	Positive	This is further set out in the Southwark Plan 2022. This is the local plan for Southwark and sits above the OKR AAP, and the OKR AAP must comply with this overarching policy document.	The policy seeks to protect and enhance the natural environment. This may have a positive impact on mental health and wellbeing and promote increased physical activity.

Issue	Assessment Criteria	Relevant?	Details/evidence (policy requirements and standards)	Potential health impact?	Recommended mitigation or enhancement actions	Health issue policy aims to address
					Policy P60 'Biodiversity' of the Southwark Plan 2022 sets out that development must contribute to net gains in biodiversity.	
Local food growing	Does the plan provide opportunities for food growing, for example by providing allotments, private and community gardens and green roofs?	Yes	Policy AAP9 'The Greener Belt - Parks and Healthy Streets' sets out that development should provide opportunities for communal recreation and food growing.	Positive	<p>This is further set out in the Southwark Plan 2022. This is the local plan for Southwark and sits above the OKR AAP, and the OKR AAP must comply with this overarching policy document.</p> <p>Policy P59 'Green Infrastructure' of the Southwark Plan 2022 sets out that development should provide opportunities for food growing and recreation.</p>	Positive health effects will arise from the requirement for major developments to provide appropriate open space and green infrastructure. This may lead to opportunities for residents to grow food and help foster a sense of community. This may help tackle food poverty and improve residents' mental health.
Flood risk	Does the plan reduce surface water flood risk through sustainable urban drainage	Yes	Policy AAP14 'Water Management, Air and Noise Quality' sets out the specific greenfield run off rates required in the Old Kent Road and the	Positive	This is further set out in the Southwark Plan 2022. This is the local plan for Southwark and sits above the OKR AAP, and the OKR AAP must comply with this	Positive health impacts may be derived from requiring minimisation of flood risk when locating and designing new developments.

Issue	Assessment Criteria	Relevant?	Details/evidence (policy requirements and standards)	Potential health impact?	Recommended mitigation or enhancement actions	Health issue policy aims to address
	techniques, including storing rainwater, use of permeable surfaces and green roofs?		drainage hierarchy to ensure that water and sewage capacity is not exceeded to protect people and their livelihoods. Green roofs are encouraged alongside biodiversity and urban greening to create permeable surfaces to absorb rainwater rain off in urban areas.		overarching policy document. Policy P68 'Reducing Flood Risk' of the Southwark Plan 2022 sets out that development should not reduce flood risk onsite by utilising water sensitive design and following the drainage hierarchy. The NSP also sets out the need for tree planting to achieve this too.	This may have an indirect positive impact on health through reduction of anxiety and increased ability to secure home insurance. Improvements in mental health arising from alleviation of potential flood risk issues may reduce demand on health services.
Overheating	Does the design of buildings and spaces avoid internal and external overheating, through use of passive cooling techniques and urban greening? Does the plan ensure that buildings and public spaces	Yes	Policy AAP12 'Design' sets out a need for sustainable design to reduce the risk of overheating and the need to integrate urban greening into the design of new development.	Positive	This is further set out in the Southwark Plan 2022. This is the local plan for Southwark and sits above the OKR AAP, and the OKR AAP must comply with this overarching policy document. Policy P68 'Reducing Flood Risk' of the Southwark Plan 2022 sets out that development must follow the cooling hierarchy to achieve	This policy seeks to minimise the risk to health caused by overheating.

Issue	Assessment Criteria	Relevant?	Details/evidence (policy requirements and standards)	Potential health impact?	Recommended mitigation or enhancement actions	Health issue policy aims to address
	are designed to respond to winter and summer temperatures, for example ventilation, shading and landscaping?				proper ventilation to reduce the risk of overheating.	
Air quality, noise and neighbourhood amenity	Does the plan minimise air pollution caused by traffic and energy facilities?	Yes	Policy AAP13 'Climate Emergency' sets out a shift towards more active modes of travel to minimise combustion and improve air quality.	Positive	<p>Air quality in the Old Kent Road is monitored by LB Southwark.</p> <p>This is further set out in the Southwark Plan 2022. This is the local plan for Southwark and sits above the OKR AAP, and the OKR AAP must comply with this overarching policy document.</p> <p>Policy P65 'Improving air quality' of the Southwark Plan 2022 sets out that air quality should be addressed to reduce impact on building occupiers and users of the</p>	This policy seeks to reduce the negative impacts of health caused by construction and development activity.

Issue	Assessment Criteria	Relevant?	Details/evidence (policy requirements and standards)	Potential health impact?	Recommended mitigation or enhancement actions	Health issue policy aims to address
					public realm.	
Climate change	Does the plan incorporate renewable energy?	Yes	LB Southwark has declared a Climate Emergency. Policy AAP13 'Climate Emergency' directly responds to this. This policy sets out that development should connect to the DHN and SELCHP which is considered to be a renewable source of heat.	Positive	Policy 70 'Energy' of the Southwark Plan 2022 includes the encouragement of onsite generation of renewable energy where possible. PV is assumed to be a renewable source of energy for all major development to ensure greater carbon reductions onsite.	This policy seeks to reduce the negative impacts of health caused by non-renewable energy sources and combustion.
Minimising the use of resources	Does the plan make best use of existing land?	Yes	Policy AAP12 'Design' promotes a design-led approach to density in accordance with the London Plan. The Subareas and site allocations set out what the appropriate uses, typologies and densities are for each sub area to make best use of land.	Positive	The OKR AAP is a masterplan delivered with council and private partners to deliver a masterplan that makes best use of land to meet the needs of residents in the Old Kent Road Opportunity Area.	This policy seeks to reduce the negative impacts of health caused by incompatible land uses.

Issue	Assessment Criteria	Relevant?	Details/evidence (policy requirements and standards)	Potential health impact?	Recommended mitigation or enhancement actions	Health issue policy aims to address
	Does the plan encourage recycling, including building materials?	Yes	Policy AAP12 'Design' sets out that to meet sustainable design all new buildings should be designed so that materials can be re-used in future buildings.	Neutral	Policy 70 'Energy' of the Southwark Plan 2022 addresses how to properly recycle materials and use these in building materials. This policy will apply to development in the OKR Opportunity Area.	This policy seeks to reduce the negative impacts of health caused by climate change and poor air quality.

Issue	Assessment Criteria	Relevant?	Details/evidence (policy requirements and standards)	Potential health impact?	Recommended mitigation or enhancement actions	Health issue policy aims to address
	Does the plan incorporate sustainable design and construction techniques?	Yes	Policy AAP12 'Design' sets out that development must be of sustainable design and development must meet a net zero carbon target; this is achieved through an efficient use of materials and high performing building fabric.	Positive	Development is assessed against the BREEAM standard for sustainable design and construction, it must reach at minimum 'Very Good' but we are encouraging development to meet the 'Excellent' standard.	This policy seeks to reduce the negative impacts of health caused by climate change and poor air quality.

Theme 4: Vibrant Neighbourhoods

Issue	Assessment Criteria	Relevant?	Details/evidence (policy requirements and standards)	Potential health impact?	Recommended mitigation or enhancement actions	Health issue policy aims to address
	<i>Question</i>	<i>Yes No N/A</i>	<i>Policy that meets this requirement</i>	<i>Positive Negative Neutral Uncertain</i>	<i>Mitigation or enhancement identified?</i>	<i>Aims to solve health and wellbeing issues such as....</i>
Health services	Has the impact on healthcare services been addressed?	Yes	The OKR AAP masterplan currently proposes one new healthcare facility.	Positive	This is the responsibility of the wider council.	This policy may have a positive impact on health and wellbeing and may reduce health inequalities in the borough by providing greater access to health and care facilities.

Issue	Assessment Criteria	Relevant?	Details/evidence (policy requirements and standards)	Potential health impact?	Recommended mitigation or enhancement actions	Health issue policy aims to address
Education	Has the impact on primary, secondary and post-19 education been addressed? Does the plan assess the capacity, location and accessibility of other social infrastructure (e.g. primary, secondary and post 19 education needs and community facilities)?	Yes	Policy AAP16: 'Child and Youth Provision' ensures that there is education, training and employment provision to ensure training and local opportunities for local people.	Positive	<p>This is further set out in the Southwark Plan 2022. This is the local plan for Southwark and sits above the OKR AAP, and the OKR AAP must comply with this overarching policy document.</p> <p>Policy SP3 'A Great Start in Life' of the Southwark Plan 2022 sets out how development can deliver opportunities for education training.</p>	This policy seeks to improve provision of education facilities in the borough. This may have a positive impact on residents' health and wellbeing indirectly by supporting young people to grow and develop and improve educational attainment.
Access to social infrastructure	Does the plan contribute to new social infrastructure provision that is accessible, affordable and timely?	Yes	Policy AAP7 'Town Centres, Leisure and Entertainment' sets that development must improve connections to social infrastructure beyond the main Old Kent Road frontage.	Positive	The council is delivering a number of schemes in the Old Kent Road area to deliver social and community facilities.	This policy seeks to ensure that there is adequate provision of social infrastructure. This may have a positive impact on mental health and wellbeing by fostering a sense

Issue	Assessment Criteria	Relevant?	Details/evidence (policy requirements and standards)	Potential health impact?	Recommended mitigation or enhancement actions	Health issue policy aims to address
	Does the plan assess the impact on health and social care services and has local NHS organisations been contacted regarding existing and planned healthcare capacity?	Yes	The OKR AAP masterplan currently proposes one new healthcare facility.	Neutral	This is the responsibility of the wider council.	of community.
	Have opportunities for multi-use and the co-location of services been explored?	Yes	<p>The designated industrial land in the OKR will be intensified for mixed use development and industrial co-location.</p> <p>The OKR AAP also encourages co-location of nursery schools and primary schools as well as facilities for older people to improve community cohesion.</p>	Positive	This designation is also in the Southwark Plan 2022.	

Issue	Assessment Criteria	Relevant?	Details/evidence (policy requirements and standards)	Potential health impact?	Recommended mitigation or enhancement actions	Health issue policy aims to address
Local employment and healthy workspaces	Does the design of the public realm maximise opportunities for social interaction and connect the plan with neighbouring communities?	Yes	Policy AAP12 'Design' encourages the use of design to promote connected communities. Design should be used to facilitate social interaction and connect with neighbouring communities.	Positive	<p>The Movement Plan (2019) encourages greater social interaction through a modal shift towards more walking and cycling to facilitate encounter.</p> <p>Policy 32 'Small Shops' of the Southwark Plan 2022 will help to improve the health of communities by creating employment opportunities through the promotion of small local retailers as well as the integration of small shops in new developments.</p>	This may have an indirect positive impact on health by reducing levels of deprivation, reducing risk of unemployment and associated mental health issues.
Access to affordable healthy food	Does the plan facilitate the supply of local	Yes	Policy AAP12: Design encourages the use of design to promote	Positive	Food growing opportunities is something that the Public Health Team are continuing to	Positive health impacts may be derived from

Issue	Assessment Criteria	Relevant?	Details/evidence (policy requirements and standards)	Potential health impact?	Recommended mitigation or enhancement actions	Health issue policy aims to address
and Access to local food shops	food, for example allotments, community farms and farmers' markets?		connected communities which includes the delivery of food growing areas.		<p>explore at LB Southwark.</p> <p>This is further set out in the Southwark Plan 2022. This is the local plan for Southwark and sits above the OKR AAP, and the OKR AAP must comply with this overarching policy document.</p> <p>Policies SP5 'Thriving neighbourhoods and tackling health inequalities' and SP6 'Climate Emergency' of the Southwark Plan 2022 promote food growing as part of a wider objective to encourage healthy lifestyles.</p> <p>Policy P48 'Hot Food Takeaways' of the Southwark Plan 2022 seeks to mitigate the impact of hot food takeaways and regulate their availability on Southwark high streets or proximity to secondary schools (in line with Southwark's Healthy Weight Strategy),</p>	<p>improved public realm design including promoting physical activity and social interaction and may reduce the demand on physical and mental health facilities through people having more active lifestyles.</p> <p>The policy seeks to mitigate the impact of hot food takeaways and regulate their availability on Southwark high streets or proximity to secondary schools (in line with Southwark's Healthy Weight Strategy), resulting in health benefits (e.g. encouraging healthy weight).</p>

Issue	Assessment Criteria	Relevant?	Details/evidence (policy requirements and standards)	Potential health impact?	Recommended mitigation or enhancement actions	Health issue policy aims to address
	Is there a range of retail uses, including food stores and smaller affordable shops for social enterprises?	Yes	Policy AAP5 'Businesses and workspace – The Bow Tie' sets out a requirement for the delivery of affordable workspace to accommodate a range of employment types.	Positive	There are overarching aims set out in the Southwark Plan 2022 to address and deliver affordable workspace provision, principally in Policy P31 'Affordable Workspace'. Where this not feasible a financial contribution will be made to support training in certain circumstances.	Positive health impacts are demonstrated as it benefits mental health and wellbeing by creating greater economic stability.
	Does the plan avoid contributing towards an over-concentration of hot food takeaways in the local area?	Yes	The OKR AAP makes reference to the School Superzones initiatives which targets childhood obesity, a review of food offer is part of this work.	Positive	<p>This is further set out in the Southwark Plan 2022. This is the local plan for Southwark and sits above the OKR AAP, and the OKR AAP must comply with this overarching policy document.</p> <p>Policy P48 'Hot Food Takeaways' of the Southwark Plan 2022 seeks to mitigate the impact of hot food takeaways and regulate their availability on Southwark high streets or proximity to secondary schools (in line with Southwark's Healthy Weight Strategy), resulting in health benefits (e.g.</p>	Positive health impacts may be derived from improved public realm design including promoting physical activity and social interaction and may reduce the demand on physical and mental health facilities through people having more active lifestyles. The policy seeks to mitigate the impact of hot food takeaways and

Issue	Assessment Criteria	Relevant?	Details/evidence (policy requirements and standards)	Potential health impact?	Recommended mitigation or enhancement actions	Health issue policy aims to address
					encouraging healthy weight).	regulate their availability on Southwark high streets or proximity to secondary schools (in line with Southwark's Healthy Weight Strategy), resulting in health benefits, e.g. encouraging healthy weight.
Public realm	Does the plan allow people with mobility problems or a disability to access buildings and places?	Yes	Policy AAP12 'Design' sets out that design should be inclusive and accessible, this applies to residential development and mixed use development with public facing aspects.	Positive	<p>This is further set out in the Southwark Plan 2022. This is the local plan for Southwark and sits above the OKR AAP, and the OKR AAP must comply with this overarching policy document.</p> <p>Policy P12 'Design of Places' in the Southwark Plan 2022 sets out that development must provide accessible and inclusive design for all ages and people with disabilities.</p>	Poor environment leading to physical inactivity through isolation, lack of social contact and fear of crime

Issue	Assessment Criteria	Relevant?	Details/evidence (policy requirements and standards)	Potential health impact?	Recommended mitigation or enhancement actions	Health issue policy aims to address
Access to work and training	Does the plan provide access to local employment and training opportunities, including temporary construction and permanent 'end-use' jobs?	Yes	<p>Policy AAP16 'Child and Youth Provision' sets out that major development should contribute to the delivery of local training opportunities for local people, especially local youth.</p> <p>The regeneration of the Old Kent Road Opportunity Area and the delivery of the masterplan is supported by local projects run by the council to offer training and opportunities for local people.</p>	Positive	<p>This is further set out in the Southwark Plan 2022. This is the local plan for Southwark and sits above the OKR AAP, and the OKR AAP must comply with this overarching policy document.</p> <p>Policy SP3 'A Great Start in Life' of the Southwark Plan 2022 sets out how development can contribute to improving education and training facilities and delivering training.</p>	Mental illness and poor self-esteem associated with unemployment and poverty
	Does the plan provide childcare facilities?	Yes	Policy AAP15 'Great Start in Life' sets out that development must contribute to the provision of new childcare places including nurseries.	Positive	<p>This is further set out in the Southwark Plan 2022. This is the local plan for Southwark and sits above the OKRAAP, and the OKRAAP must comply with this overarching policy document.</p> <p>Policy SP3 of the Southwark Plan 2022 sets out the need to</p>	Mental illness and poor self-esteem associated with unemployment and poverty

Issue	Assessment Criteria	Relevant?	Details/evidence (policy requirements and standards)	Potential health impact?	Recommended mitigation or enhancement actions	Health issue policy aims to address
					deliver more childcare facilities.	
	Does the plan include managed and affordable workspace for local businesses?	Yes	By joining the Old Kent Road Business Network, businesses can be informed about opportunities to relocate into new developments and is one way of securing affordable workspace. Affordable workspace sites will be delivered throughout the opportunity area.	Positive	There are overarching aims set out in the Southwark Plan 2022 to address and deliver affordable workspace provision, principally in Policy P31 'Affordable Workspace'. Where this not feasible a financial contribution will be made to support training in certain circumstances.	Mental illness and poor self-esteem associated with unemployment and poverty
	Does the plan include opportunities for work for local people via local procurement arrangements?	No	The OKR AAP is supported by wider regeneration to deliver economic benefits and support to local people.	Positive	The regeneration team in partnership with other departments in the council work with residents in the Old Kent Road Opportunity Area to support education and training and deliver new employment opportunities. This is further set out in the Southwark Plan 2022. This is the local plan for Southwark and sits above the OKR AAP, and the OKR AAP must comply	Mental illness and poor self-esteem associated with unemployment and poverty

Issue	Assessment Criteria	Relevant?	Details/evidence (policy requirements and standards)	Potential health impact?	Recommended mitigation or enhancement actions	Health issue policy aims to address
					<p>with this overarching policy document.</p> <p>There are overarching aims to bring forward opportunities for local employment and procurement set out in Policy P28 'Access to employment and training' of the Southwark Plan 2022.</p>	
Access to open space and nature	<p>In areas of deficiency, does the plan provide new open or natural space, or improve access to existing spaces? Does the plan retain and enhance existing open and natural spaces?</p>	Yes	Policy AAP9 'The Greener Belt Strategy – Parks and Healthy Streets' addresses the deficiency of open and green space in the Old Kent Road. Each sub area sets out the new and existing green and open spaces.	Positive	<p>This is further set out in the Southwark Plan 2022. This is the local plan for Southwark and sits above the OKR AAP, and the OKR AAP must comply with this overarching policy document.</p> <p>Policy P57 'Open Space' of the Southwark Plan 2022 protects open land from development except in exceptional circumstances to preserve open space.</p>	Poor environment leading to physical inactivity through isolation, lack of social contact and fear of crime
	Does the plan provide links between open	Yes	Policy AAP9 'The Greener Belt Strategy – Parks and Healthy	Positive	This is further set out in the Southwark Plan 2022. This is the local plan for Southwark	Poor environment leading to physical inactivity through

Issue	Assessment Criteria	Relevant?	Details/evidence (policy requirements and standards)	Potential health impact?	Recommended mitigation or enhancement actions	Health issue policy aims to address
	and natural spaces and the public realm?		Streets' sets out a Parks and Recreation Strategy and the Greener Belt vision. The latter connects green and public open spaces from Lewisham throughout the Old Kent Road and Lambeth.		and sits above the OKR AAP, and the OKR AAP must comply with this overarching policy document. Policy P57 'Open Space' of the Southwark Plan 2022 protects open land from development except in exceptional circumstances to preserve open space.	isolation, lack of social contact and fear of crime
	Does the plan set out how new open space will be managed and maintained?	Yes	The OKR AAP masterplan sets out where the new and existing green spaces are. Some of these are managed privately by landowners and some are managed by the council.	Neutral	This is agreed during the construction process.	Poor environment leading to physical inactivity through isolation, lack of social contact and fear of crime
	Are the open and natural spaces welcoming and safe and accessible for all?	Yes	Policy AAP9 'The Greener Belt Strategy – Parks and Healthy Streets' sets out that new green and open space delivered should be publically accessible.	Positive	This is further set out in the Southwark Plan 2022. This is the local plan for Southwark and sits above the OKR AAP, and the OKR AAP must comply with this overarching policy document.	Poor environment leading to physical inactivity through isolation, lack of social contact and fear of crime

Issue	Assessment Criteria	Relevant?	Details/evidence (policy requirements and standards)	Potential health impact?	Recommended mitigation or enhancement actions	Health issue policy aims to address
					<p>Policy P14 'Residential Design' of the Southwark Plan 2022 sets out that in the Old Kent Road opportunity area 5sqm of public space must be delivered per dwelling.</p>	
	<p>Does the plan provide a range of play spaces for children and young people?</p>	<p>Yes</p>	<p>AAP9 'The Greener Belt Strategy – Parks and Healthy Streets' sets out the need for child play space in the area, and for it to be safe, accessible and to suit a range of ages.</p> <p>AAP16 'Child and Youth Provision' sets out that major development must contribute to new or improved youth facilities including physical space or land for the use of local youth.</p>		<p>This is further set out in the Southwark Plan 2022. This is the local plan for Southwark and sits above the OKR AAP, and the OKR AAP must comply with this overarching policy document.</p> <p>Policy P15 'Residential Design' of the Southwark Plan 2022 sets out that in the Old Kent Road opportunity area 5sqm of public space must be delivered per dwelling and should consider providing communal play areas for children.</p>	<p>Poor environment leading to physical inactivity through isolation, lack of social contact and fear of crime</p>

Meeting Name:	Council Assembly
Date:	20 November 2024
Report title:	Treasury Management – Mid-year Update 2024-25
Ward(s) or groups affected:	All
Classification:	Open
Reason for lateness (if applicable):	Not applicable
From:	Clive Palfreyman, Strategic Director of Resources

RECOMMENDATION

1. That council assembly note the 2024-25 mid-year treasury management update report and in particular:
 - the update on the economic background and implications for the Treasury Management Strategy in 2024-25.
 - that all treasury management activity was undertaken in compliance with the approved treasury management strategy and within the council's prudential indicators, attached as Appendix A.
 - that the balance outstanding on all external loans as at 30 September 2024 was £1,077m.
 - that the balance of investments at 30 September 2024 stood at £38.8m.

BACKGROUND INFORMATION

2. In compliance with the Local Government Act 2003, the council has adopted the Chartered Institute of Public Finance and Accountancy (CIPFA) Treasury Management Code of Practice (the Code). The Code requires local authorities to determine an annual treasury management strategy and, as a minimum, formally report on their treasury activities and arrangements to Council Assembly mid-year and after the year-end.
3. The Code provides the following objective with regard to treasury management:

"It is important that treasury management policies adequately reflect risk and in particular security, liquidity and yield, in that order of importance. No treasury management transaction is without risk and management of risks is the key purpose of the treasury management"

strategy.”

4. The council is exposed to financial risks from its investments, existing external debt, as well as future borrowing requirements arising from the council’s capital programme. The risks include potential losses from investments and increased borrowing costs from changing interest rates. The successful identification, monitoring and control of risk remain central to the Authority’s treasury management strategy.
5. The 2024-25 treasury management strategy was approved by Council Assembly in February 2024. Under financial delegation, all executive, managerial and operational decisions are the responsibility of the Strategic Director of Resources.
6. This mid-year Treasury Management Report covers the treasury management activity and compliance with the treasury management strategy for the period from April to September 2024.
7. CIPFA published its revised Treasury Management Code of Practice and Prudential Code for Capital Finance in December 2021. The key changes in the two codes are around permitted reasons to borrow, knowledge and skills, including the management of non-treasury investments.
8. The council’s treasury management function is conducted within the framework of the Treasury Management Code. The code now also excludes extensive additional requirements for service and commercial investments.
9. On 31 March 2024, the council had net borrowing of £1,021m arising from its revenue and capital income and expenditure. The treasury management position as at 30 September 2024, the movements over the six months, the original and forecast position for 31 March 2025 are shown in Table 1 below.

Table 1: Treasury Management Summary

	Actual Balance 31.03.24 £000	Movement £000	Actual Balance 30.09.24 £000	Original Forecast 31.03.25 £000	Revised Forecast 31.03.25 £000
Long-term borrowing	1,020,303	2,100	1,022,413	1,370,000	1,123,000
Short-term borrowing	65,000	(10,000)	55,000	75,000	68,000
Total borrowing	1,085,303	(7,890)	1,077,413	1,452,000	1,191,000
Total investments	(63,997)	25,144	(38,853)	(52,000)	(52,000)
Net borrowing	1,021,306	17,254	1,038,560	1,400,000	1,139,000

10. As at 30 September 2024, total borrowing stood at £1,077m. Total borrowing for 2024-25 has been revised down from £1,452m to £1,191m due to capital expenditure slippage.
11. The underlying need to borrow for capital purposes is measured by the Capital Financing Requirement (CFR), while usable reserves and working capital are the underlying resources available for investment. These factors are summarised in Table 2 below.

Table 2: Balance Sheet Summary

	31 March 2024 Actual £000
General Fund CFR	852,589
HRA CFR	890,012
Total CFR	1,742,601
<i>Less</i> Deferred Liability (PFI)	(71,325)
Loans CFR	1,671,276
<i>Less</i> External borrowing	(1,085,303)
Internal borrowing	585,973
<i>Less: Usable reserves</i>	(434,364)
<i>Less: Working capital</i>	(215,606)
Net investments	63,997

KEY ISSUES FOR CONSIDERATION

Economic Background: April 2024 to September 2024

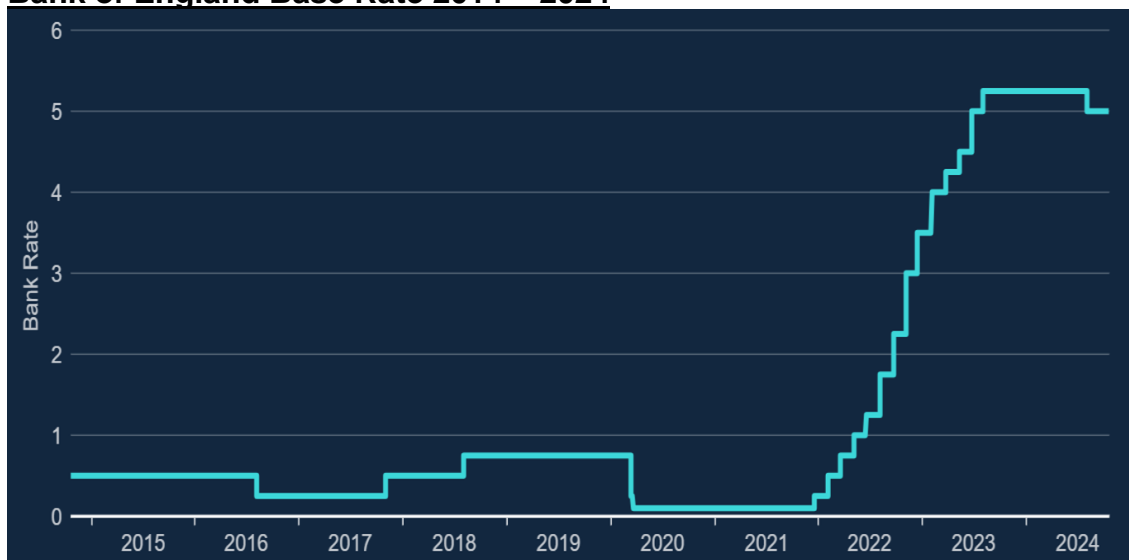
12. UK headline consumer price inflation remained around the Bank of England (BoE) target later in the period, falling from an annual rate of 3.2% in March to 2.0% in May and then rebounding marginally to June to 2.2% in July and August, as was expected, due to base effects from energy prices. Core and services price inflation remained higher at 3.6% and 5.6% respectively in August.

CPI Inflation 1989 – 2024



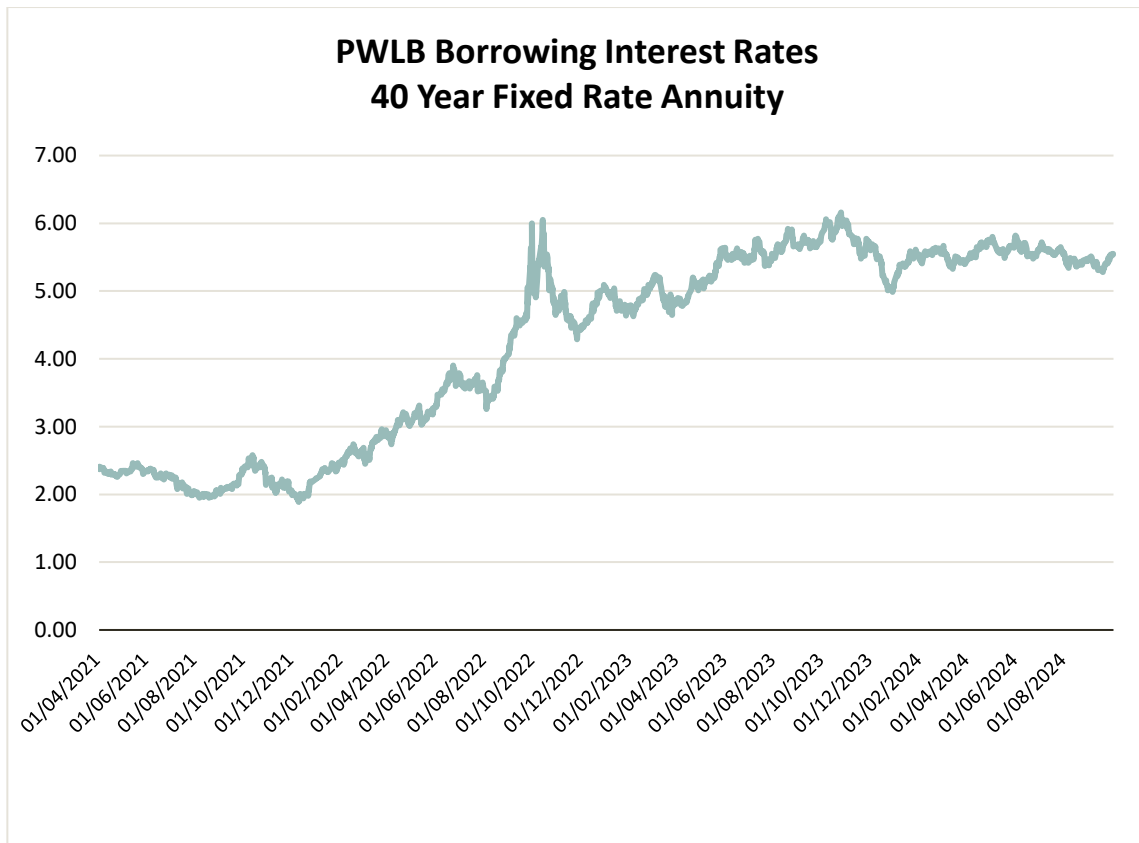
13. With headline inflation lower, the BoE cut the Bank Rate from 5.25% to 5.00% at the August Monetary Policy Committee (MPC) meeting. The decision was finely balanced, voted by a 5-4 majority with four members preferring to hold at 5.25%. Following a decision to not change the Bank Rate at the September MPC meeting, the MPC on 7 November voted by a majority of 8-1 to reduce the Bank Rate to 4.75%. The November reduction has had little effect on long term gilt markets, and therefore PWLB rates, as a reduction had already been priced in.
14. The impact of October's Budget is expected to increase inflation further with the resulting short term boost to demand not matched by a boost to supply potential. The fiscal policy announcements are expected to boost the level of GDP by around 0.75% at their peak in a year's time. It is expected that the increase in employers' National Insurance Contributions and the National Living Wage will impact on prices, profit margins, wages and employment.
15. The Consumer Price Index rose by 1.7% in the 12 months to September 2024, down from 2.2% in August 2024. The Bank expects this to rise to 2.5% by the end of the year as prior falls in energy prices drop out of the annual comparison and reveal the prevailing persistence of domestic inflationary pressures. Private sector wage growth has eased back but remains elevated and services inflation remains high at 4.9%. However, both will continue to decline over time.

Bank of England Base Rate 2014 – 2024



16. The council's treasury adviser maintained its central view that the Bank Rate would steadily fall from the 5.25% peak, following the first cut in August and subsequent cut in November, and expect these to be followed by a series of further cuts, taking the Bank Rate down to around 3% by the end of 2025.

17. The US Federal Reserve (the Fed) also cut interest rates during the period, reducing the Federal Funds Rate by 0.50% to a range of 4.75%-5.00% at its policy meeting in September. The forecasts released at the same time by the central bank suggested a further 1.00% of easing is expected by the end of the calendar year, followed by the same amount in 2025 and then a final 0.50% of cuts during 2026.
18. Donald Trump's victory in the US presidential election is expected to have an inflationary effect across the global economy if US policy follows the key policies set out in the presidential campaign, in particular the threat of implementing tariffs on goods and services coming into the US. Higher inflation in the global economy will lead to interest rates remaining higher for longer.
19. Having first reduced interest rates in June, the European Central Bank (ECB) held steady in July before cutting again in September, reducing its main refinancing rate to 3.65% and its deposit rate to 3.50%. Unlike the Fed, the ECB has not outlined a likely future path of rates, but inflation projections remain in line with the central bank's previous forecasts where it will remain above its 2% target until 2026 on an annual basis.
20. The general upward trend in yields in the early part of the period was reversed in the later part, and yields ended the half-year not too far from where they started. However, the volatility in response to economic, financial and geopolitical issues meant it was a bumpy ride for bond investors during that time.
21. Over the period, the 10-year UK benchmark gilt yield started at 3.94% and ended at 4.00% but hit a high of 4.41% in May and a low of 3.76% in mid-September. While the 20-year gilt started at 4.40% and ended at 4.51% but hit a high of 4.82% in May and a low of 4.27% in mid-September. The Sterling Overnight Rate (SONIA) averaged 5.12% over the period to 30 September.
22. The Public Works Loan Board (PWLB) remains the cheapest option; the cost of new borrowing (and refinancing maturing debt) has increased from 1.9% in December 2021 to 5.54% as at 30 September 2024 – an increase of over 292% in the space of 33 months. Rates briefly touched 6% during the peak of the political crisis in October 2022.



Implications for ongoing Treasury Management Strategy

23. The council has an ambitious capital programme, to support both the wide range of services it offers and to build new council homes. In the past, revenue balances have been utilised to forestall the need to borrow externally. This approach is commonly known as internal borrowing. Internal borrowing is cheaper than external borrowing and remains the preferred source of financing in the short term whilst sufficient funds are available.
24. Southwark has one of the highest outstanding PWLB debt of all English councils. This is largely due to the size of Southwark's council housing estate and its position as the fourth largest social landlord in the country.
25. Given the size of its housing stock and the ambition to deliver new homes, the council has a significant Housing Investment Programme, which is partially financed by borrowing. For 2025-26, the forecast borrowing requirement is £105 million, with £88 million allocated to support the delivery of new homes.
26. The need to borrow externally has a revenue impact, and this is accounted for annually in the council's budget setting process, both for the Housing Revenue Account (HRA) and the General Fund (GF).
27. The council can borrow from the PWLB, financial institutions and banks or directly from other local authorities.

28. Alternative sources of borrowing to the PWLB will be considered to ensure the lowest available rates are achieved and value for money is achieved for taxpayers. In the context of its efforts to address climate change, Council Assembly, in November 2023 approved the use of a Community Municipal Investment (CMI) opportunity as a borrowing option. This will support the delivery of projects within the council's climate action plan.
29. The council can raise capital via the issuance of Green Bonds or other similar peer-to-peer (P2P) loan agreements, known as Community Municipal Investments (CMI). It is anticipated that through two launches £1.5m will have been raised by the end of 2024-25.
30. A CMI is a simple, low cost and proven way for the council to raise funding from residents for projects that contribute to achieving its net-zero carbon target by 2030. Through partnership with Abundance Investment, a crowdfunding web platform is established that allows investment in a safe and secure manner. CMI's therefore create engagement opportunities for councils with their local communities, while diversifying funding sources.
31. The council's chief objective when borrowing is to strike an appropriately low risk balance between securing low interest costs and achieving certainty over the period for which funds are required.
32. Whilst internal borrowing and short-term borrowing provide a low-cost interim solution, they effectively defer inevitable long-term borrowing into subsequent periods. In an uncertain interest rate environment, with some expectation of rate reductions the strategy for 2025-26 is to borrow externally when rates are favourable. The exact timing and amount will be determined by the Strategic Director of Resources with regard to advice from external treasury advisors.

BORROWING STRATEGY DURING 2024/25

33. The 2024-25 Treasury Management Strategy sets out an operational borrowing limit of £1,628m and maximum borrowing requirements of £1,765m for the year. As at 30 September with outstanding borrowing of £1,077m, there is headroom in this approval of some £550 million of new borrowing.
34. The Council's forecast borrowing for the year is being re-evaluated as the cost of refinancing existing debt reduces the capacity and affordability on new borrowing.
35. During 2024-25, short term new borrowing of £50m has been taken from other local authorities. This strategy enables the Council to reduce net borrowing costs and the loans will be replaced with PWLB loans when borrowing rates are more favourable.

36. At 30 September 2024, the council held £1,077m of loans, (this is a reduction of £7.89m in borrowing since 1 April 2024), as part of its strategy for funding the Council's previous and current year's capital programmes. Outstanding loans on 30 September are summarised in Table 3 below.

Table 3: Borrowing Position

Type of Loan	Actual Balance 31.03.24 £000	Movement £000	Actual Balance 30.09.24 £000	*Original Forecast 31.03.25 £000	^Revised Forecast 31.03.25 £000
PWLB	1,014,462	1,281	1,015,743	1,370,500	1,116,000
MEEF	5,841	(171)	5,670	5,500	5,500
Green Bonds	0	1,000	1,000	1,000	1,500
Local Authority	65,000	(10,000)	55,000	75,000	68,000
Total borrowings	1,085,303	(7,890)	1,077,413	1,452,000	1,191,000
Total investments	(63,997)	25,144	(38,853)	(52,000)	(52,000)
Net borrowing	1,021,306	17,254	1,038,560	1,400,000	1,139,000

*Original Forecast as stated in TMSS 2024/25, approved by Council 6 February 2024 ^Revised Forecast based on current level of activities

37. The Council has over 90 loans spread over 50 years with the average maturity being 22.9 years. The maturity profile allows the Council to spread the risk of high interest rates when debt matures in any one year. The average interest for the period is 3.82%. The level of borrowing for this financial year has been revised down to £1,191m from £1,452m due to capital programme slippage.
38. The Capital Financing Requirement (CFR) - The Capital Financing Requirement measures the Council's underlying borrowing requirement.

Table 4: Capital Financing Requirement (CFR)

Capital Financing Requirement (CFR)	Actual Balance 31.03.24 £m	Original Forecast 31.03.25 £m	Revised Forecast 31.03.25 £m
General Fund	852	988	935
Housing Revenue Account	890	1,085	1,034
Total CFR	1,742	2,073	1,969
Less: Other debt liabilities	(71)	(176)	(66)
*Loans/Borrowing CFR	1,671	1,897	1,903

*Borrowing/Loans CFR excludes finance leases, PFI liabilities and transferred debt that form part of the council's total debt

39. In the 2021 revision of the Prudential and Treasury Management Codes, CIPFA introduced the liability benchmark. The liability benchmark is effectively the net borrowing requirement of a local authority plus a liquidity allowance. In its simplest form, it is calculated by deducting the amount of investable resources available on the balance sheet (reserves, cash flow balances) from the amount of outstanding external debt and

then adding the minimum level of investments required to manage day-to-day cash flow.

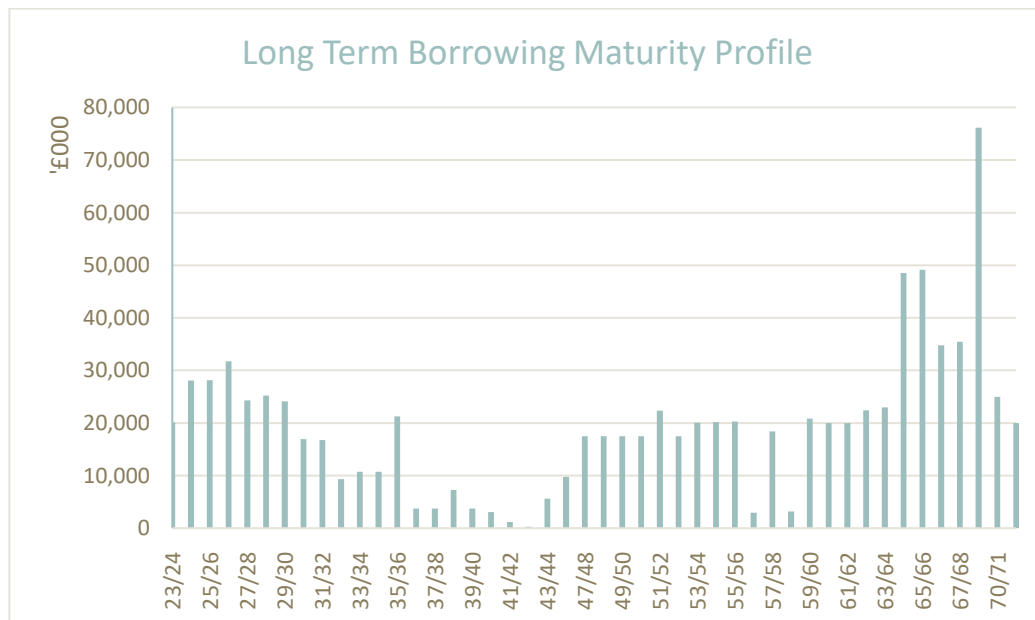
40. CIPFA recommends that the optimum position for external borrowing should be at the level of the liability benchmark (i.e. all balance sheet resources should be used to maximise internal borrowing).
41. The liability benchmark is presented in the table below and shows estimates of the councils underlying need to borrow over the medium term.
42. If the outputs show future periods where external loans are less than the liability benchmark, this indicates a borrowing requirement thus identifying where the authority is exposed to interest rate, liquidity, and refinancing risks. Conversely, where external loans exceed the liability benchmark, this will highlight an over-borrowed position which will result in excess cash in the organisation requiring investment, thus exposing the authority to credit and reinvestment risks and a potential cost of carry.

Borrowing Update

43. As at 30 September 2024, the balance outstanding on all of the council's external loans portfolio was £1,077m. The proportion of long-term loans outstanding stood at £1,022m, compared to £915m as at 30 September 2023. The majority of long-term loans outstanding was borrowed from the PWLB at fixed rates of interest
44. In the first half of 2024-25, £18.7m of long-term borrowing was repaid and £20m of new PWLB loan was raised.
45. Short-term borrowing outstanding as at 30 September 2024 was £55m, with a weighted average rate of 3.90% compared to £50m in September 2023 with a weighted average rate of 4.36%. All short-term borrowing was via other local authorities which are typically at lower rates compared to other sources for short-term loans.

Liability Benchmark (£m)	Actual 31.03.24 £m	Original Forecast 31.03.25 £m	Revised Forecast 31.03.25 £m
Capital Financing Requirement	1,742	2,074	1,969
Less: Other Balance Sheet Items	(720)	(820)	(830)
Net Loans Requirement	1,022	1,254	1,139
Plus: Liquidity Allowance	63	52	52
Liability Benchmark	1,085	1,306	1,191
Current Loan Commitments	1,085	947	978
(Under) / Over benchmark: Borrowing Requirement	-	(359)	(213)

46. Borrowing short-term (less than one year) increases the council's exposure to interest rate and refinancing risks. To mitigate this risk, it is prudent to ensure that short-term borrowing as a proportion of the total debt portfolio is managed within prudential limits.
47. The benefits of internal/short-term borrowing will be monitored regularly against the potential for incurring additional costs by deferring borrowing into future years when long-term borrowing rates are forecasted to rise modestly. This will help inform decisions on whether the council borrows additional sums at long-term fixed rates with a view to keeping future interest costs low, even if this causes additional costs in the short-term.
48. The weighted average rate of interest for the council's debt portfolio was 3.82% at 30 September 2024, 3.87% at 31 March 2024.
49. The maturity profile of outstanding long term borrowing as at 30 September 2024 is shown in the chart below:



Investment Management

50. The council maintains investment balances, which consist of income received in advance of expenditures, as well as balances and reserves. These funds are managed both in-house and by the council's two external fund managers to maximize returns while ensuring that security and liquidity objectives are met.
51. As of 30 September 2024, total investments outstanding was £38.853 million, down from £148 million on 30 September 2023. This annual change is primarily due to increased expenditure, which has led to a reduction in investment balances.
52. It is worth noting that £34 million was disinvested from the external fund managers and it was utilised to cover the increased expenditure in place

of external borrowing, thereby reducing the total new borrowing required. Throughout the reporting period, the council's cash balances fluctuated between £7 million and £98 million, reflecting timing differences between income and expenditures.

53. The annualised rate of return for council treasury investments for the first half of 2024-25 financial year was 4.56% a declination from 2023-24 year-end performance of 4.84%, reflecting the current reduction in the available rate of return in the market.
54. The investment activity during the period conformed to the approved strategy and cash flow was successfully managed to maintain liquidity.

Prudential Indicators – Actuals and Estimates

55. Local authority borrowing, investment and capital finance activity is supported by the Prudential Code for Capital Finance, the Treasury Management in the Public Services Code of Practice and related guidance published by CIPFA. The codes require councils to set a series of indicators and limits each year. The 2023-24 indicators were agreed in February 2023, before the start of the financial year. Appendix A shows the outturn of the Authority against the 2023-24 prudential indicators and estimates for 2024-25.
56. The council has complied with its prudential indicators throughout the first half of 2024-25.

Conclusions

57. Over the reporting year all treasury management (TM) activities have been carried out in accordance with the approved limits and the prudential indicators (PI) set out in the Council's Treasury Management Strategy statement.
58. The council held outstanding investments of £38.9m as at 30 September 2024. The cash portfolio earned an interest of £2.652 million from investing in money markets funds (MMF) for the reporting period.
59. The original gross borrowing forecast for 2024-25 was £1,628m and now revised down to £1,463m due to capital programme slippage.
60. The revised borrowing CFR forecast for 2024/25 is in excess of last year closing position of £1,742m by some £227m to £1,969m.
61. The MRP charge for 2024-25 is £12.6m. and the gross MRP charge on gross debt (including PFI and finance leases) is £20.4m.
62. The total outstanding Borrowing for the reporting period stood at £1,077m, a reduction of £8m from 2023-24 closing balance of £1,085m. The original total borrowing forecast for 2024-25 was £1,452m, has been revised

down to £1,191m, this equates to some £261m reduction in borrowing need for this financial year.

63. The net borrowing is the difference between total investments outstanding and the total borrowing outstanding. For this reporting period, it stood at £1,038.6m.
64. From this reporting period to end of this financial year, the Council plan to borrow a total of £150m medium/longer-term fixed rate loans, for refinancing matured loans and to fund planned capital expenditure. These loans should provide some longer-term certainty and stability to the debt portfolio.
65. After substantial rises in interest rates since 2021 many central banks have now begun to reduce rates, albeit slowly. Gilt yields were volatile over the 6-month period and have reduced slightly between April and September 2024. Much of the downward pressure from lower inflation figures was counteracted by upward pressure from positive economic data. Data from the US continues to impact global bond markets including UK gilt yields.
66. The PWLB certainty rate for 10-year maturity loans was 4.80% at the beginning of the half year and 4.79% at the end. The lowest available 10-year maturity rate was 4.52% and the highest was 5.18%. Rates for 20-year maturity loans ranged from 5.01% to 5.57% during the half year, and 50-year maturity loans from 4.88% to 5.40%.
67. The risks for short, medium and longer-term yields are judged to be broadly balanced over the forecast horizon. There will undoubtedly be short-term volatility due to economic and political uncertainty and events.

Community, Equalities (including socio-economic) and Health Impacts

68. This report monitors the council's compliance with the treasury management strategy and Council's prudential indicators as agreed in February 2024. This report has been judged to have no direct impact on local people and communities who are protected under the Equality Act.

Climate change implications

69. This report directly addresses funding of schemes that contribute towards emissions reduction and a borough that is resilient to the future changes in climate. The council can raise capital via the issuance of Green Bonds or other similar peer-to-peer (P2P) loan agreements, known as Community Municipal Investments (CMI) through its partnership with Abundance. The Green bonds issuance is a new scheme which gives residents the opportunity to invest in sustainable projects and green initiatives within the local community to support the council's target of becoming a net zero Council by 2030

Resource implications

70. Resource will be required from the Finance and Climate Change teams within the council, to lead on the development of the CMI model, promotion of the investment opportunity and delivery of funded projects. This work will be undertaken by existing resource within the council.

Consultation

71. There has been no consultation on this report.

SUPPLEMENTAL ADVICE FROM OTHER OFFICERS

Assistant Chief Executive (Governance and Assurance) (CM 06.11.2024)

72. The council's constitution determines that agreeing the treasury management strategy is a function of the council assembly and that the review and scrutiny of the treasury management strategy and policies is the responsibility of the audit, governance and standards committee.
73. Financial standing orders require the strategic director of resources to set out the treasury management strategy for consideration and decision by council assembly, also to report on activity on a regular basis to cabinet and at mid and year-end to council assembly. Furthermore all executive and operational decisions are delegated to the strategic director of resources.
74. The Local Government Act 2003 ("the 2003 Act") section 3 and the Local Authorities (Capital Finance and Accounting) (England) Regulations 2003 require local authorities to determine affordable borrowing limits and have regard to the Prudential Code for Capital Finance in Local Authorities, also the Treasury Management in the Public Services Code of Practice and Guidance, published by the Chartered Institute of Public Finance and Accountancy, when considering borrowing and investment strategies, determining or changing borrowing limits or prudential indicators.
75. Section 15(1) of the 2003 Act requires a local authority to have regard to such guidance as the Secretary of State may issue. This guidance includes the Ministry of Housing, Communities and Local Government Guidance on Local Authority Investments updated February 2018 and on the flexible use of capital receipts which was updated in August 2022
76. The Council will need to have had regard to the government response to the consultation on changes to statutory guidance and regulations: minimum revenue provision which was updated on the 10 April 2024.
77. Section 12 of the 2003 Act grants local authorities the powers to invest for any purpose relevant to its functions or for the purposes of the prudent management of its financial affairs.

78. Council Assembly has to have due regard to the need to eliminate discrimination, advance equality of opportunity, and to foster good relations between people with protected characteristics and others in accordance with section 149 Equality Act 2010. Members are referred to the “Community, equalities (including socio-economic) and health impacts” section above.

BACKGROUND DOCUMENTS

Background Papers	Held at	Contact
Treasury management strategy 2024-25	Southwark Council	Caroline Watson
https://moderngov.southwark.gov.uk/documents/s118673/Treasury%20Management%20Strategy%20and%20Capital%20Strategy%202024-25%20report.pdf		

APPENDICES

No.	Title
Appendix A	Prudential Indicators: 2023-24 Actuals & 2024-25 Estimates

AUDIT TRAIL

Lead Officer	Clive Palfreyman - Strategic Director of Resources	
Report Author	Caroline Watson – Chief Investment Officer	
Version	Final	
Dated	7 November 2024	
Key Decision?	No	
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER		
Officer Title	Comments Sought	Comment included
Assistant Chief Executive (Governance and Assurance)	Yes	Yes
Strategic Director of Resources	Yes	N/A
Cabinet Member	Yes	No
Date final report sent to Constitutional Team		8 November 2024

APPENDIX A

PRUDENTIAL INDICATORS: 2023-24 ACTUALS AND 2024-25 ESTIMATES

BACKGROUND

1. Capital finance, borrowing and investment arrangements are supported by a series of prudential indicators, drawn from the Prudential Code on Capital Finance for Local Authorities and the Treasury Management in the Public Services Code of Practice plus Guidance, published by CIPFA. The Local Government Act 2003 requires that councils have regard to these codes. The 2024-25 indicators were approved by Council Assembly in February 2024, and the 2023-24 outturn position was reported in July 2024. This appendix updates 2024-2025 indicators.
2. The indicators are grouped into three broad areas: affordability and prudence, capital finance and treasury management. The indicators are of a technical nature and existing budgets take account of capital finance and treasury activities.

AFFORDABILITY AND PRUDENCE INDICATORS

2023-24 Outturn	2024-25 Original Estimate	2024-25 Forecast	
			Ratio of Financing Cost to Net Revenue Stream A measure of the cost of borrowing and long term liabilities net of interest income and set-asides, as a percentage of revenue.
3%	7%	6%	General Fund
8%	15%	11%	HRA

£m	£m	£m	
			Capital Financing Requirements (CFR) and Gross Debt The CFR is the balance remaining on past capital expenditure financed through debt and long term liabilities. The level of gross debt should not exceed the CFR unless prudent over the short term. Actual gross debt has remained below the CFR throughout 2023-24 and 2024-25.
1,742	2,073	1,969	CFR
1,156	1,628	1,463	Maximum Gross Debt in the Year

CAPITAL FINANCE INDICATORS

2023-24 Outturn	2024-25 Original	2024-25 Forecast	
£m	£m	£m	Capital Expenditure
102	147	157	General Fund
331	263	267	HRA
433	410	424	Total

£m	£m	£m	Capital Financing Requirement (CFR) The CFR is the balance on past capital expenditure financed through borrowing and long term liabilities.
852	988	935	General Fund
890	1,085	1,034	HRA
1,742	2,073	1,969	Total

TREASURY MANAGEMENT INDICATORS

Operational Boundary and Authorised Limit for External Debt:

These are limits the council determines to accommodate borrowing and long term liabilities. The lower limit is the operational boundary and takes account of existing positions and ordinary activity. The higher limit is the authorised limit, enabling additional borrowing to be taken for very short periods, in the interest of prudence, within a risk controlled framework.

2023-24 Outturn	2024-25 Original	2024-25 Forecast	Operational Boundary
£m	£m	£m	
1,085	1,452	1,397	Borrowing (maximum outstanding in year)
71	176	66	Other Long Term Liabilities
1,156	1,628	1,463	Total

£m	£m	£m	Authorised Limit
1,085	1,555	1,555	Borrowing (maximum outstanding in year)
71	210	66	Other Long Term Liabilities
1,156	1,765	1,621	Total

Debt maturity profile limits	Lower Limit	Upper Limit	Actual Debt Maturity Profile
Under 1 year	0%	35%	7%
1 year and within 2 years	0%	35%	1%
2 years and within 5 years	0%	50%	4%
5 years and within 10 years	0%	75%	3%
10 years and over	25%	100%	85%

**COUNCIL ASSEMBLY AGENDA DISTRIBUTION LIST (OPEN) (FULL LIST)
MUNICIPAL YEAR 2024/25**

NOTE: Original held by Constitutional Team; all amendments/queries to
Virginia Wynn-Jones Tel: 020 7525 7055

ONE COPY TO ALL UNLESS OTHERWISE STATED	Copies	To	Copies
<p>Councillors (1 each) Councillor Jasmine Ali Councillor Naima Ali Councillor Sunil Chopra Councillor Renata Hamvas Councillor Maria Linforth-Hall Councillor Darren Merrill Councillor Leo Pollak Councillor Sandra Rhule Councillor Martin Seaton Councillor Andy Simmons Councillor Cleo Soanes Councillor Kath Whittam Councillor Kieron Williams</p> <p>Electronic Versions (No hard copy) All other councillors</p>	<p>13</p>	<p>Press</p> <p>Southwark News South London Press</p> <p>Group Offices</p> <p>Arthur Holmes, Labour Group Office Oliver Bradfield, Liberal Democrat Group Office</p> <p>Officers</p> <p>Althea Loderick Clive Palfreyman Doreen Forrester-Brown Rhona Cadenhead Chidilim Agada Toni Ainge David Quirke-Thornton Hakeem Osinaike Sangeeta Leahy</p> <p>Constitutional Team</p> <p>(Copies to Virginia Wynn-Jones, 2nd Floor, Hub 2, Tooley Street)</p> <p>Others</p> <p>Matt Dean, Grant Thornton Ground floor audit office, Tooley Street</p> <p>Total:</p> <p>Last updated: November 2024</p>	<p>by email by email</p> <p>by email by email</p> <p>by email by email by email by email by email by email by email</p> <p>6</p> <p>by email</p> <p>20</p>