

Item No. 21.	Classification: Open	Date: 16 July 2019	Meeting Name: Cabinet
Report title:		Old Kent Road Planning and Regeneration Update	
Ward(s) or groups affected:		All	
Cabinet Member:		Councillor Johnson Situ, Growth, Development and Planning	

FOREWORD – COUNCILLOR JOHNSON SITU, CABINET MEMBER FOR GROWTH, DEVELOPMENT AND PLANNING

The Old Kent Road Area is home to creatives, makers, shapers and a diverse community, all of which the plan will seek to celebrate and enhance. However as someone who grew up nearby I recognise the challenges facing the area, we quite rightly celebrate the diversity but far too many are feeling the pressure of a housing crises facing the capital. There are close to 10,000 people working on the Old Kent Road but we know that to deliver on our ambition to become a full employment borough we will need to see an increase in jobs being created, and to respond to the climate emergency we will need to ensure we deliver a healthy high street on one of the most polluting roads across London. This is why we are committed to shaping growth that works for local people following the designation of the Old Kent Road as an opportunity area in the London Plan.

The vision for the Old Kent Road is to build on its unique creative character, a place where industry can thrive alongside new homes for local people and quality open spaces but also one that ensures the local community is at the heart of and benefit from those new opportunities. One of the key measures of success for the Old Kent Road is ensuring plans can demonstrably improve the quality of life of people who live, work and visit the Old Kent Road. So I am delighted to bring forward a report which highlights the council's response to the recent engagement programme, the planning and regeneration update also highlights the new social homes, new jobs and new open spaces consented so far.

Since the last round of consultation the council has gathered feedback on the detailed plans for the Old Kent Road, including how it will change and develop over the next 20 years. There have been over 35 consultation events and over 750 responses, which will help to develop the final draft Area Action Plan. We relaunched the Old Kent Road Forums, opened a dedicated consultation hub at 231 Old Kent Road and launched a dedicated website for the Old Kent Road. Included in the report is the finding from the consultation events and how we've incorporated it into the response.

Finally the report also commits the council to setting up a pilot Community Review Panel on the Old Kent Road, truly placing the community at the heart of the plan delivery stage as well as the plan making process. I believe the leadership shown by the Council and the success of the recommendations will ensure we deliver the outcomes that we all can be proud of.

RECOMMENDATIONS

That Cabinet agrees

1. To pilot a Community Review Panel in the Old Kent Road.
2. That the Design Review Panel will review the Old Kent Road AAP

That Cabinet notes:

1. The progress of community engagement and responses to the evolution of the Old Kent Road Area Action Plan (AAP) and Old Kent Road Community Forums
2. The Consultation Summary (Appendix A) and Consultation Report (Appendix B)
3. Progress on a public realm strategy for the proposed linear park and Frensham Street park
4. That officers will establish the Old Kent Road Community Review Panel for reviewing planning applications in the Old Kent Road opportunity area
5. That officers have instructed Hale Architecture to review and advise the council on proposed industrial development design and specifications
6. That officers will update and include more detailed guidance in the AAP and develop a ground floor strategy, and further detail on tall buildings and industrial workspace design specifications
7. Progress on making the Old Kent Road a Healthy Street and addressing the Climate Change Emergency

BACKGROUND INFORMATION

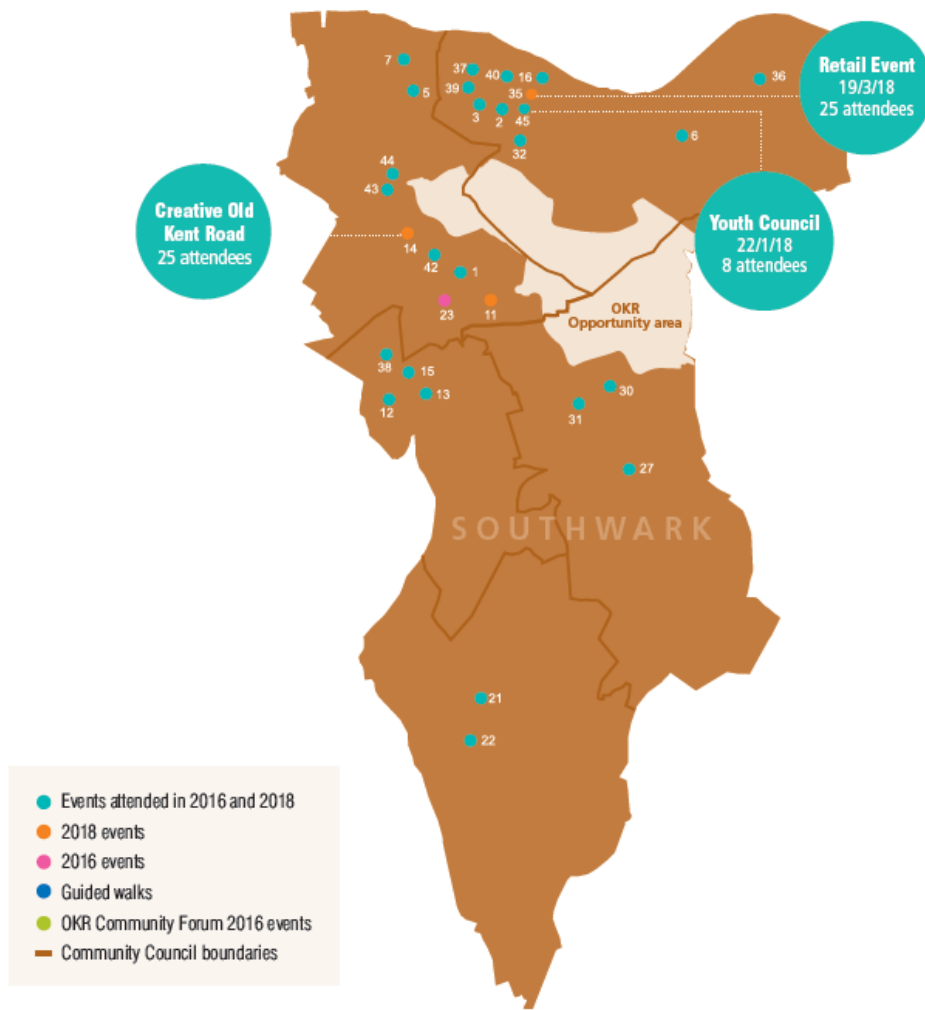
8. The council is preparing the Old Kent Road Area Action Plan (OKR AAP) which sets out an ambitious growth strategy for Old Kent Road and the surrounding area which is designated as an opportunity area by the London Plan. Over the next 20 years the opportunity area will be transformed, including the provision of new underground stations as part of the Bakerloo Line Extension, 20,000 new homes, including affordable homes and 10,000 additional jobs. Extensive consultation on the plan has taken place on two formal drafts of the AAP.
9. Once adopted, the OKR AAP will form part of Southwark's Local Plan and be used alongside the New Southwark Plan to determine planning applications and focus investment. It will also be endorsed by the Mayor of London as an Opportunity Area Planning Framework. As a part of Southwark's Local Plan it is required to be consistent with the borough-wide New Southwark Plan and must be in general conformity with the London Plan.
10. The New Southwark Plan Proposed Submission Version has recently concluded a final round of consultation on amended policies in May 2019. The New Southwark Plan sets out a vision, policies and site allocations for the Old Kent Road which are applicable to development in the Old Kent Road and includes the strategy for mixed use for industrial and new homes, doubling the number of jobs and providing affordable housing. The New Southwark Plan is reaching its final stages and will shortly be submitted to the Secretary of State and undergo a public examination later this year. As the New Southwark Plan includes the overarching strategy for the Old Kent Road, including the vision, policies and site allocations the adoption of this strategy will give greater weight to the approach set out in the AAP in relation to the determination of planning applications.
11. The Old Kent Road AAP sets out further detail with additional policies and a masterplan with specific land uses and place making of areas that will change along with improvements to transport and the entire AAP area.
12. 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. TFL

announced two preferred options for BLE station locations to include sites near the Tesco at the northern end and Toys R Us at the southern end. Southwark have continued to campaign for a third station at Bricklayers Arms.

CONSULTATION

13. The council has been consulting on the future of the Old Kent Road and the Area Action Plan since early 2015. Over 2,000 people have responded and overall the plans for the area are supported, with particular support for the Bakerloo Line extension. Around 18,000 people have supported the campaign to 'Back the Bakerloo' online. In the first round of consultation on the draft plan in 2016, the council received over 1,000 responses which helped shape the second draft of the plan.
14. In the second round of consultation we gathered feedback on the detailed plans for the Old Kent Road, including how it will change and develop over the next 20 years. There have been over 35 consultation events and over 750 responses, which will help to develop the final draft Area Action Plan. The maps below in Figure 1 show this consultation to date and we continue to update the interactive map on our website.
15. The Council has continued to engage with the community over the last 3 years. Information about the plans for the Old Kent Road and questionnaires have been made widely available, including at local libraries, posters and adverts and on the council's website.
16. Email updates have been sent to 7,000 residents through My Southwark accounts and letters to 15,000 homes in the Old Kent Road area. There have been two major consultations on the draft Old Kent Road Area Action Plan, including over 70 events and community meetings.
17. A summary of the consultation events and locations is included in the published Old Kent Road Consultation Summary (You Said/We Did) – Appendix 1. This document was prepared to show how the views of the community have been taken into account and the ways in which the council has responded to them. It provides an interim update to progress on the AAP in response to consultation and explains how residents and businesses can stay in touch and stay involved.
18. The consultation summary includes a summary of all consultation responses and events. More detailed feedback from the formal consultation from stakeholders is reported at Appendix 2.

Figure 1 Old Kent Road consultation map



19. We have set up a new website for the Old Kent Road with all the information about the regeneration plans, and the area, easily accessible (<https://oldkentroad.org.uk/>). The website includes an interactive planning map which makes it easier to see which new planning applications are in the system, and how to comment. The consultation events attended and planned for are also available on the Old Kent Road website in the form of an interactive map.
20. Engagement with residents and businesses has been ongoing including reopening the Old Kent Road Forums, on every third Saturday of the month for 7 months. These including topics as wide ranging as housing, workspace, tall buildings, CIL and open space and valuable community feedback was given.

231 Old Kent Road

21. This is a flexible space that is shared for exhibitions about plans for the Old Kent Road and is available for communities to hold their own exhibitions or events about the Old Kent Road and its many businesses. The council will use this space as an ongoing forum to monitor and provide dialogue between the regeneration plans as they unfold from the developers and the daily lives of existing residents. It is for everybody to meet, greet and share their concerns about future developments in a similar manner to the Community Forums. 231 Old Kent Road was launched with the 'Museum of Us' exhibition earlier this year.

Southwark Conversation

22. The Southwark Conversation was held in 2017, where nearly 3,000 residents took part in our largest ever borough-wide consultation. Through the Southwark Conversation we asked people about their perceptions and experience of regeneration in the borough. While most people who took part in the Southwark Conversation said that they felt positive about change in Southwark, some felt that they had not personally benefitted from change in their area. We want to ensure that all residents feel part of the changes happening in their areas, with no one left behind. A number of key themes emerged from the Conversation, including housing, education, employment and training, environment, and community, which have been used to shape the council's new social regeneration framework.

Social Regeneration Charter

23. As a result of the consultation on the AAP and as part of the Southwark Conversation the council has also committed to creating to a Social Regeneration Charter for the Old Kent Road.
24. The structure of the Social Regeneration Charter is that it falls under the Developers Consultation Charter which sets out expectations on developers in Southwark to involve local communities through the development process. It also feeds into the Old Kent Road Place Plan which provides commitments for the developers to action plans of implementing the key priorities outlined in the Social Regeneration Charter.

Development Charter

25. The council has also created a Development Charter which sets out the consultation that is expected from developers when preparing an application scheme. This is a validation requirement for developers apply to build in the OKR Opportunity Area. This is for developer to identify community priorities in achieving social integration in the OKR AAP. The Development Consultation Charter requires the submission of an Engagement Plan in order for the planning department to consider a new application in pre-application stage and an Engagement Summary for any Planning Application. In this Engagement Summary it is expected to explain with evidence to how the community has shaped the

proposed development. Any detail why community consultation was not taken into consideration requires further evidence and backing.

PLANNING APPLICATIONS

26. Between 2015 and 2018 the council approved 1,919 new homes in the Old Kent Road with S106 agreements. Of this total 740 were affordable, with 496 at social rent and 244 at intermediate tenure. This averaged to a total of 40% affordable housing which includes grant funding from the GLA on the Ruby Triangle scheme and direct delivery council schemes at Sylvan Grove, Varcoe service station and Ivy Lane Garages. These schemes are now complete contributing to 158 social rented units.
27. In addition these approved schemes contributed to around 9,500sqm of new public space, 29,500sqm of new workspace and 1,200sqm of new retail space. Over £32 million is committed in Southwark and Mayoral CIL and an additional £4.7million in Section 106 contributions.
28. To date the council has received a further 25 major planning applications for the regeneration of Old Kent Road. 9 of these applications have resolutions to grant consent from planning committee recently (subject to S106 agreements) which will contribute to the delivery of 5,084 new homes and 48,203sqm gross new floor space for jobs.

KEY ISSUES FOR CONSIDERATION

29. The draft OKR AAP is an ambitious plan for the regeneration of Old Kent Road and through the range of consultation and engagement it is important feedback is reported throughout the plan-making process. The Old Kent Road Forums raised a number of key considerations that will be incorporated and taken forward as the AAP develops. These include:

Public realm and open space

30. Since the publication of the Old Kent Road AAP the council has been working on a series of masterplan adaptations that will increase the amount of open space available. These include a larger area of park space on the listed gasholder no 13. This was a key piece of feedback from the consultation. The council is keen to hear and develop ideas for suggested uses for the gasholder including as an outdoor swimming pool or performance space. The two smaller gasholders have been dismantled. However some of the materials from these structures have been retained and will be incorporated into the new park as part of the Ruby Triangle development.
31. The council will also be providing additional park space on the current Frensham Street depot to create a larger south facing park which adds 1.5ha on to the linear park proposed to follow the Surrey Canal historical route. This would be about the size of the Bird in Bush park. This is a key change from the Old Kent Road AAP consultation version (December 2017) and involves the council using its own land ownership to increase the size of the park helping to create a fantastic new public amenity for communities living and working around the Old Kent Road. There are opportunities for allotments and sports facilities.
32. The council have also been working on management arrangements of the linear park. It is anticipated that around 30% would remain in council ownership or under council management. Through s106 agreements the council is working developers to establish a park management company. The park company will have responsibility for managing the park as a single space. It will be required to meet green flag standards and the Mayor's emerging Public London Charter which aims to establish key principles around

how privately owned open spaces should be managed for public benefit. As a landowner in the park the council will have a place on the board of the park company.

33. Policy 10 of the AAP requires 5sqm of public open space to be delivered per new home proposed. If this cannot be delivered on site, a financial payment is required to contribute to the open spaces masterplan strategy and maintenance. The council is also looking into opportunities the shift the alignment of the linear park on the north side of Old Kent Road to Verney Road. This would create additional space around the Canal Grove cottages. The council is preparing a public realm strategy with particular reference to the guidelines for landscaping and design of the linear park. The council will consult on this informally in the autumn and it will be included with the next version of the plan for formal consultation and submission with the plan.
34. In all, there is currently 15.9ha of open space in the Old Kent Road opportunity area and the regeneration will create an additional 8.3ha. The changes proposed above have added an additional 2.7ha of open space above the previous consultation version. The diagram below in Figure 2 shows these masterplan change in detail and are also included in the Consultation Summary (Appendix 1).

Figure 2 Old Kent Road open space



Evolution of changes to open space in the plan:

15.9
Hectares as existing

21.5 ^{5.6}
hectares proposed
December 2017

24.2 ^{8.3}
hectares proposed
(emerging plan)

Tall buildings

35. There have been concerns from residents about tall buildings ranging from the visual impact and clustering of tall buildings, impacts on nearby parks and views, fire safety and affordability of new homes. The AAP includes a comprehensive tall buildings strategy (“the stations and the crossings”) which is focused around the new tube stations and new parks, preserving important views in Southwark and London. The strategy includes three tiers of tall buildings which are identified on the 3D map. These are Tier 1 (over 30 storeys), Tier 2 (16-25 storeys) and Tier 3 (up to 16 storeys).
36. There are benefits associated with tall buildings, including to help deliver affordable housing and securing the delivery of the Bakerloo Line extension. Other benefits of the schemes that include tall buildings have included replacement workspace, including industrial accommodation, new shops, parks, community and leisure spaces. In the future new schools and a health centre will also be provided to benefit the growing population.
37. As a result of consultation, the heights of buildings on the boundaries of existing residential communities are being reviewed for the next iteration of the AAP. Council officers and members have met with various residents groups including Canal Grove cottages, Page’s Walk, Stephenson Crescent, Friary and Unwin estates, Ledbury Estate, Tustin Estate and Glengall Road residents. The council has committed to changing the plan to reduce the building heights on Ossory Road to ensure they do not exceed 8-10 storeys and has reduced heights of buildings adjacent to Pages Walk. It is also aiming to create more public park space around Canal Grove cottages and move buildings to the north of the cottages further from them.

Community Review Panel

38. The Mayor and Southwark both have Design Review Panels which have reviewed the Old Kent Road AAP. DRP will be renewing their understanding of the AAP and reviewing it again following the progress of planning applications and suggested amendments to the plan.
39. The council is also going to pilot an Old Kent Road Community Review Panel which will enable engagement from residents to review planning applications and community infrastructure and feedback on concerns and benefits of major proposed development schemes. This will empower local people to have their say on the design of the area and will ensure that new developments serves local needs both now and in the future. The group will review development proposals from the perspective of those living, working and spending time in the area and the outcome of these discussions will influence planning decisions.
40. The Old Kent Road Community Review Panel will reflect the diverse community that makes up the Old Kent Road area. The members will either live or work nearby and span multiple generations. In return for valuable local knowledge members will gain skills in reviewing planning proposals, learn about their area and take an active role in creating change.

Affordable housing

41. The Council’s policy (NSP Policy 1) is to require all development to deliver at least 35% affordable housing on site of which 25% are social rent and 10% are intermediate tenure. In the Old Kent Road, there is capacity for up to 20,000 new homes, which will create 7,000 new affordable homes within this total which includes 5,000 new social rented units, going a long way to meet the needs of families on the council’s housing register.

42. This policy is applicable to developments in the Old Kent Road and current planning applications are delivering at least 35% affordable housing on site in all schemes. Due to council direct delivery schemes in the opportunity area and the availability of grant funding, the total amount of affordable housing approved between 2015 and 2018 reached 40%. Policy P1 in the New Southwark Plan now includes a fast track approach whereby developments offering 40% affordable housing with a policy compliant tenure mix can follow a fast track route and will not be subject to a viability appraisal.
43. The AAP will make clear the expectations of policy in terms of the delivery of affordable housing including a greater emphasis on providing as much affordable housing as possible. This will include encouraging developers to seek grant funding where appropriate and viable. The fast track policy approach will also be applicable to Old Kent Road developments when adopted, and further encourage a higher proportion of affordable housing to be sought.
44. We recognise the progress of permissions for 1, 2 and 3 bedroom housing , however we will be looking to strengthen the policy in the AAP to provide more 4 bedroom properties. .

Ground floor strategy and industrial workspace design

45. The AAP includes detailed design guidance for each sub area in the Old Kent Road opportunity area. This includes specific advice on required uses, design and location of tall buildings, design guidance for mixed use development typologies and access and servicing requirements. As a result of consultation and engagement, it is anticipated that further design guidance will need to be included in the AAP to respond to site specific considerations. This could include the location and access to residential and commercial waste storage, substations and plant, heating and cooling, sprinklers in commercial development, fit-out requirements including toilets and kitchens, floor loadings and finishes, good lifts specifications, service door specifications, access and servicing arrangements in mixed use schemes and shopfronts. This guidance would also be read in conjunction with the public realm strategy.
46. Further design guidance will also include the specific design features and specification of industrial workspace. The council has instructed Hale, an architectural practice specialising in industrial accommodation to review major mixed use development schemes.
47. The Council continues to secure the delivery of affordable workspace in new schemes through the plan policy and S106 process. In addition the Council has purchased a number of sites in the Old Kent Road as strategic investments to enable service and policy delivery. This includes investigating the potential to intensify the use of those sites by providing additional workspace (including affordable space) and the delivery of workspace where the council has purchased sites with planning permission for mixed use development. As privately owned sites come forward for redevelopment, particularly larger phased sites, the opportunity exists to provide meanwhile space within existing buildings. The council has been working actively with non-profit workspace providers to deliver this space. Given the relatively long term nature of the areas redevelopment, and the councils own land holdings it should be possible to ensure that decant or move on spaces are available for existing business uses during redevelopment. Officers are currently setting out the likely phasing or redevelopment in more detail in order to inform this process, and this is something that will be shared with the wider business community to assist with business relocation.

Sustainability

48. The council has declared a climate emergency and it is vital that the regeneration includes measures to tackle environmental issues. The council is committed to achieving high environmental standards on all new development and development need to be as carbon efficient as possible. Where policy requirements cannot be met on site, a financial contribution is sought for the carbon offset fund which recent planning applications are committing to in S106 agreements. Together with the GLA and Veolia the council has commissioned an emergency strategy which is assessing the feasibility of connecting new and existing development around the Old Kent Road to SELCHP. Initial findings suggest there is an economic case for this network which would also result in huge CO2 savings and very significant air quality improvements.
49. The council is commissioning air quality and microclimate studies to look at the impacts of development and designing proactively to improve the environment. It is proposed to close roads next to schools, to help improve safety and ease pollution. The plan shows the closure of Marlborough Grove next to Phoenix Primary School to include more play space and landscaping. Integrated Water Management Strategy for the entire area, one of the first of its kind in London, which will manage the flows of surface water through new raingardens and green roofs which will free up room in the sewers and contribute positively to a greener environment.

Education

50. The Old Kent Road AAP commits to the expansion of 9 primary schools in the local area to provide the equivalent of 9 new forms of entry. In addition 2 new primary schools will be provided providing up to an additional 6 forms of entry. A new secondary school is also planned including a new 6-8 form of entry at the Sandgate Street site. Nursery places, a new sixth form and other forms of further education are planned for expansion and regeneration as opportunities arise for partnerships with Universities. These recommendations for primary and secondary school capacity planning emerge from the Pupil Place Planning findings that are reported to Cabinet annually.

Bakerloo Line extension

51. Essential to the development potential is Bakerloo Line extension. TfL have progressed this to a two phase delivery.
 - Phase 1 extends the Bakerloo line from Elephant and Castle to Lewisham
 - Phase 2 extends from Lewisham to Hayes.
52. For Phase 1 TfL are seeking to:
 - Build a new Bakerloo line ticket hall and improve the current interchange with the Northern Line at Elephant and Castle
 - Take the route from Elephant and Castle along the Old Kent Road where new stations are proposed at Humphrey Street and Asylum Road
 - Create a new station at New Cross Gate to provide better connectivity to National Rail, Overground and buses
 - Improve the interchange station at Lewisham linking National Rail, DLR and buses.
53. TfL's indicative programme for this is:
 - Sept – Dec 2019 : BLE public consultation
 - Mar 2020: Response to consultation published
 - 2022: Submission of Transport Works Act Order (TWAO)
 - 2023 TWAO consent following

- 2024 works commencing
- 2029/30 BLE operational.

54. The council is currently exploring potential approaches to funding of the Bakerloo Line extension and together with TfL and Lewisham has commissioned KPMG and Savills to assess potential local sources of income such as the community infrastructure levy and business rate increment to contribute towards the funding package. If the business rate uplift over the entire Bakerloo Line were factored in it could make a significant contribution to London's local tax base. CIL and S106 contributions would also play their part. Funding is identified in TFL's current business plan to upgrade the signalling and rolling stock on the current Bakerloo Line to improve reliability. Additionally, the council is still lobbying for a third station at Bricklayers Arms.

Surface transport

55. To complement Southwark's emerging Area Action Plan (AAP) for the Old Kent Road area, an Old Kent Road Movement Plan will support the AAP and the council's recently adopted Movement Plan for the borough. By 2032 there will be two new town centres at the locations of two new BLE stations and radiating from both of those will be healthy high streets and a safe network of pedestrian and cycle routes. Providing a plan to balance the constraints and challenges successfully manage the movement of this quantum of people into an area previously dominated by retail warehousing, light industrial and traffic will be essential.

56. TFL have committed to making the Old Kent Road a Healthy Street as part of the new Healthy Streets initiative. The A2 corridor is heavily congested and the capacity of the existing traffic lanes is barely adequate. The air quality is poor and traffic levels intimidating so that walking and cycling are both unpleasant and in certain locations dangerous. It will be vital as part of the regeneration to improve road safety, air quality and mode share of the Old Kent Road. TFL are preparing a draft design incorporating segregated cycle lanes, continuous bus lanes, and wider pavements, better and safer crossings. Planning applications are also helping to facilitate this.

The strategic road network (TLRN)

57. The council will be working with TfL surface transport team to deliver healthy streets along the A2 corridor with road safety the highest priority. All changes will be subject the highway authority normal consultation and reporting procedure. The following junctions are the most likely to be prioritised for improvements:

- Mandela Way junction with Old Kent Road
- Dunton Road, Humphrey Street and Albany Road
- Trafalgar Road
- Rotherhithe New Road and Peckham Park Road
- Asylum Road
- Ilderton Road Junction with old Kent Road.

The local road network

58. The following areas will be reviewed throughout the development period and any changes to the traffic management, waiting and loading arrangements and cycle and bus facilities will be subject to normal highway consultation and reporting requirements:

- Mandela Way, Dunton Road /Humphrey Street area
- Rotherhithe New Road and St James Road area including Marlborough Grove
- Verney Road area and Bramcote Park Liveable Neighbourhood
- Devonshire Grove

- Hatcham Road area (Ormside Road, Record Street, Penarth Road and Manor Grove)
- Ilderton Road
- Cantium area from Glengall Road to Peckham Park Road
- Asylum Road.

Parking

59. The AAP includes a commitment to car free development for new residential development. New commercial development will need to commit to the use of electric vehicles. Some off street blue badge parking will be available for disabled residents.

Cycle access opportunities

60. The bicycle is going to be of critical importance in the movement of people throughout central London therefore the provision of cycle parking and other cycle enabling opportunities is a significant part of the pre-application negotiations in the OKR AAP area. A balance is sought between the London plan cycle parking standards, quality of infrastructure and other cycle opportunities. The council is seeking innovative ways to support maximum cycle usage. For example:

- Cycle parking provided equivalent to 1 space per residential unit design to be agreed by condition
- Brompton style cycle hire lockers equivalent to 1 locker per 10% of residential units (10% of which a EV lockers)
- Cycle parking for non –residential equivalent to 75% of London Plan Cycle Standards
- Brompton style cycle hire lockers equivalent to 1 locker per 10% of proposed jobs (10% of which a EV lockers)
- Visitor cycle parking compliant with London Plan but locations to be agreed by condition
- Sustainable transport lockers to accommodate tricycles, scooters, prams, possible cargo bikes to suit families and encourage more active travel
- Work to extend the cycle hire scheme.

Delivery and Service Plan (DSP) Bond

61. In order to ensure that on-street servicing and deliveries do not negatively impact on the highway network, the Council is recommending that applicants in the Old Kent Road Opportunity Area enter into Delivery Service Plan Bonds against their baseline figures for all daily servicing and delivery trips. These bonds would be calculated at £100 per residential unit and £100 per 500 sqm non-residential floorspace. In accordance with Regulation 122 of the Community Infrastructure Levy Regulations 2010 and helps to mitigate any harmful impacts from the proposed development and ensuring a better quality of life for current and future residents.

62. The bond with the council against the developers own baseline of motorised vehicle daily trips for the servicing and delivery of the development. The bond will require the management of the new development to monitor the daily motorised vehicular activity of the site both commercial and residential, quarterly for a period of 2 years from 75% occupancy.

63. If the site meets or betters its own baseline target the bond will be returned within 6 months of the end of the monitoring period. If the site fails to meet its own baseline the bonded sum will be made available for the council to utilise for sustainable transport projects in the ward of the development. The council will retain £1,600.00 for assessing the quarterly monitoring.

64. Resolutions to grant planning permission have been made in following strategic applications in the last year. It is the intention to secure S106 obligations to ensure improved sustainable transport improvements. There are 11 bus services currently operating on the Old Kent Road.

Planning ref	Location	Bus contribution	Land gain for healthy streets and public realm. Improved pedestrian and cycle permeability	Off street / basement servicing and disabled parking	DSP Bond	Cycle Parking plus public cycle hire
17/AP/2773	MALT STREET REGENERATION SITE	✓	✓	✓	✓	✓
17/AP/3757	62 HATCHAM ROAD AND 134-140 ILBERTON ROAD,	✓	✓	✓	✓	✓
17/AP/4508	6-12 VERNEY ROAD,	✓	✓	✓	✓	✓
17/AP/4596	NYES WHARF	✓	✓	✓	✓	✓
18/AP/3246	LAND AT CANTIUM RETAIL PARK,	✓	✓	✓	✓	✓
18/AP/3551	SOUTHERNWOOD RETAIL PARK,	✓	✓	✓	✓	✓
18AP0897	RUBY TRIANGLE SITE, OLD KENT ROAD	✓	✓	✓	✓	✓

How the planning system will help deliver the Movement Plan Missions

Movement mission	Plan	How they are addressing this?	Benefits		
			Healthy streets	Vision zero	Air quality
M1	Equality	The development should provide a range of benefits to encourage active transport for all. Good pedestrian permeability, access to a range of cycling, good public transport. The movement from the public highway to a home or business should be seamless. Development will provide some off street blue badge parking.	✓	✓	✓
M2	Mental wellbeing	Public realm space should be set back from the Old Kent Road providing a quieter sheltered space for resting.	✓	✓	✓

M3	Physical wellbeing:	The development should set back their ground floor to provide an optimum pedestrian experience and the introduction of good quality cycling infrastructure. The development should improve pedestrian permeability through their site The development will contribute to publically accessible cycle hire and cycle+ parking storage Developments should be marketed as car free living with clear information for the residents and businesses on access active travel	✓	✓	✓
M4	Manage space:	The development will enter into a Delivery and Service Plan (DSP) Bond to monitor their vehicular trips and allow for mitigation to be considered over the monitoring period	✓	✓	✓
M5	Support business:	The development should be provide off street servicing that will accommodate the servicing needs of the non residential space, The location is well served by public transport for employees to access work using sustainable modes of transport. Developments should provide access to cycle hire and cargo bikes to enable businesses to be less motorised vehicle dependent.	✓	✓	✓
M6	Neighbourhoods:	The Development will provide off street servicing to reduce the impact on their existing neighbours. The development will contribute to publically accessible open space for good pedestrian permeability and space to dwell and rest. The development will contribute to publically accessible cycle hire	✓	✓	✓
M7	Positive experience	The development should be car free to reduce the impact on air quality. The DSP bond will help to manage traffic reduction	✓	✓	✓
M8	Change management	A development will provide a Transport Assessment including a Construction management Plan	✓	✓	✓
M9	Sharing information:	Developers should ensure all new occupants realise the benefits of a car lite lifestyle and what the development they move into will provide to ensure they will feel confident to be less car dependent.	✓	✓	✓

Next Steps

65. It is recommended the council continue the community conversation and report on changes proposed as the AAP develops in a further You Said/We Did consultation summary document. This will help evolve the next version of the AAP which is anticipated to be ready for consultation towards the end of 2019. The AAP adoption will follow the timetable of adoption of the New Southwark Plan which is expected to be subject to public examination in Autumn 2019. The Community Panel will be set up as a pilot in the Autumn 2019.

Community impact statement

66. The OKR AAP has the aim of promoting regeneration that benefits existing communities in Southwark and provides new and improved facilities for residents, businesses and accommodates much needed growth in housing and transport infrastructure. In preparing the draft OKR AAP the council has completed an integrated impact assessment and equalities impact assessment. The integrated impact assessment found that the AAP/OAPF 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.
67. 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.

Financial implications

68. Continued engagement and preparation of planning policy is accounted for in existing council budgets.

SUPPLEMENTARY ADVICE FROM OTHER OFFICERS

Director of Law and Democracy

70. Considerable work is necessary in order to produce an Area Action Plan for an area. This will ultimately be subject to an examination in public by a planning inspector before returning to the Council for adoption. As outlined in paragraph 66 of the report, the examination for the Old Kent Road AAP will come after adoption of the New Southwark Plan and is therefore still some months away. In the meantime, the proposal is to continue with the community engagement. Of particular importance is the commitment from the Council to create a Social Regeneration Charter for the area.
71. Ever since, the Old Kent Area was designated as an Opportunity Area, there has been considerable interest from developers due to the potential for the rise in property values. This has led to a marked increase in the number of planning applications as identified between paragraphs 26 to 28 which are considered by the Council's Planning Committee in accordance with section 38(6), Planning and Compulsory Purchase Act 2004 which provides for the local authority to have regard to their development plan unless material considerations indicate otherwise.
72. Of the planning applications listed at paragraph 65, only the Ruby Triangle and 62 Hatcham Road sites have to date led to the grant of planning permission. Planning agreements for the other sites are still in the course of negotiation but the parameters for the agreement have been set out in the report to Planning Committee.
73. At this stage, Cabinet is merely being asked to the proposed pilot for the Community review panel and also that the Design Review panel has the opportunity to review the Old Kent Road AAP. There are no legal issues arising from this decision.

Strategic Director of Finance and Governance

74. The report is requesting Cabinet to agree to pilot a Community Review Panel in the Old Kent Road and that the Design Review Panel will review the Old Kent Road AAP. The report is also requesting Cabinet to note the recommendations as reflected in paragraphs 3 to 9. Full details and background are contained within the main body of the report. The strategic director of finance and governance notes that there are no resource implications associated with the recommendations, as mentioned in financial implications. Staffing, subsequent maintenance and any other costs connected with this project to be contained within existing parks and leisure division revenue budgets.

BACKGROUND DOCUMENTS

Background Papers	Held At	Contact
Link (please copy and paste into your browser):		
https://www.southwark.gov.uk/planning-and-building-control/planning-policy-and-transport-policy/development-plan/area-action-plans?chapter=2		
Draft Old Kent Road AAP	Southwark Council 5 th Floor Hub 2 160 Tooley Street London SE1 2QH	planningpolicy@southwark.gov.uk
Old Kent Road website: www.oldkentroad.org.uk		

APPENDICES

No.	Title
Appendix A	Old Kent Road Consultation Summary Report (You Said/We Did)
Appendix B	Old Kent Road Consultation Report (detailed)

AUDIT TRAIL

Cabinet Member	Councillor Johnson Situ, Growth, Development and Planning	
Lead Officer	Kevin Fenton, Strategic Director of Place and Wellbeing	
Report Author	Juliet Seymour, Planning Policy Manager	
Version	Final	
Dated	8 July 2019	
Key Decision?	No	
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER		
	Comments Sought	Comments included
Director of Law and Democracy	Yes	Yes
Strategic Director of Finance and Governance	Yes	Yes
Cabinet Member	Yes	Yes
Date final report sent to Constitutional Team	8 July 2019	