

Item No. 12.	Classification: Open	Date: 8 December 2020	Meeting Name: Cabinet
Report title:		Old Kent Road Area Action Plan: December 2020 Draft	
Ward(s) or groups affected:		All	
Cabinet Member:		Councillor Johnson Situ, Climate Emergency, Planning and Transport	

FOREWORD – COUNCILLOR JOHNSON SITU, CABINET MEMBER FOR CLIMATE EMERGENCY, PLANNING AND TRANSPORT

The Old Kent Road has been a key artery in to 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. Having grown up nearby, in many ways the Old Kent Road at first glance can be mistaken as primarily some housing and shops, which surround the A2. However, we know different, from the businesses, which make Christmas designs for Regent Street, to its rich diversity and the light industrial businesses along the Old Kent Road, all of which we plan to strengthen.

We seek to create a great place to grow up and a great place to grow old in. We want to meet the housing need in the area, ensure people have access to good jobs locally that pay the London Living Wage, green family friendly open spaces, support the unique light industrial heritage of the Old Kent Road and ensure plans are carbon neutral in support of our Climate Emergency Declaration.

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 also want to make sure our decision making is transparent, is guided by the views of local people and that we can be measured against our promises. We have already begun this through our community forums, and the 'You said We Did' summary of changes that have been made to the plan in response to feedback.

The revised Old Kent Road Area Action Plan sets out how we will deliver 10,000 new jobs many of them London Living Wage, new parks, new school places, a new college, improvements to Old Kent Road itself, and at least 5,000 social homes as part of 20,000 homes (in line with our commitment to be at least 35% affordable) all supported by the extension of the Bakerloo Line from Elephant and Castle to Lewisham. We are also seeking to bring a university to the area along with a cultural destination and a pioneering youth facility. Our ambition is to not only deliver these new homes and jobs but to address health, education and housing inequalities the health and improve the life chances of people who already live and work along Old Kent Road underpinned by decent housing for all and well-designed neighbourhoods.

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 ensure residents can get what they need 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.

A key part of our commitment to the Climate Change Emergency is the delivery of net zero carbon development in Old Kent Road by 2030. 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 new plan is bold, radical and I am confident it sets out the framework for us to ensure the communities are at the heart of growth in the borough.

RECOMMENDATIONS

Recommendations for the Cabinet

That Cabinet:

1. Agree the Old Kent Road Area Action Plan: December 2020 Draft (Appendix A) for consultation.
2. Note the Consultation Plan (Appendix B), Consultation Report (Appendix C), Integrated Impact Assessment (Appendix D), Habitats Regulations Assessment (Appendix E), Equalities Impact Assessment (Appendix F) and Health Impact Assessment (Appendix G).

Recommendation for the Leader of the Council

3. Delegate authority to the Cabinet Member for Climate Emergency, Planning and Transport to approve any final minor adjustments to the presentation of the Area Action Plan for consultation purposes.

BACKGROUND INFORMATION

4. In December 2017 Cabinet resolved to consult on the revised draft Old Kent Road Area Action Plan (AAP) which sets out an ambitious growth strategy for Old Kent Road and the surrounding area which was designated as an opportunity area by the London Plan in 2015. 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 7,000 affordable homes (including 5,000 social rented homes) and 10,000 additional jobs. The AAP embeds the council's commitment to ensure that the plan has a people focus to put local residents, communities and others at the heart of the regeneration. The AAP is planned to be family friendly, with a strong commitment to improving the area for families and young people. It contains a strong commitment to tackling the climate emergency including achieving a net zero AAP by 2030. Old Kent Road itself will be improved with a strategy for healthy streets, including safer crossing points, segregated bus lanes and cycle lanes and more tree planting. Extensive consultation has taken place on previous drafts of the plan over the last four years.
5. Once adopted, the 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 document. 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.

6. The New Southwark Plan has been submitted to the Secretary of State and independent Inspectors have been appointed to examine the plan (examination expected early 2021). These policies apply to development in Old Kent Road. The New Southwark Plan sets out a vision for the Borough, policies and site allocations. The 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.
7. 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 Old Kent Road itself. TfL consulted on BLE station and shaft locations from Elephant and Castle to Lewisham with 4 options for stations along 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 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 Toy "R Us 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 tunnelling 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.
8. The council is waiting for the outcome of the consultation. As a result of COVID-19, funding for the project may be delayed. This does not deflect either from the overwhelming case for extending the Bakerloo Line along Old Kent Road to Lewisham and Hayes nor the progress on the immediate work to move the project forward. This includes safeguarding the station sites and route, developing the overall design, and drawing up a business plan for future government funding. The Bakerloo Line Extension will deliver an essential piece of infrastructure for London's recovery from COVID-19. 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.
9. Upon completing the strategic surface transport study and the plan for Healthy Streets, TfL is also investigating and modelling the options considered in the study. The potential station locations and surface transport improvements are an important part of the plan and will inform the final version prior to formal examination. We are working with TfL to ensure the key improvements to the A2 (Old Kent Road) will be delivered including segregated bus and cycle lanes, safer and additional pedestrian crossings, more tree planting, landscaping, wider pavements and an effective ground floor strategy.
10. Since the previous draft and following extensive consultation, nearly 8,000 homes have been granted on site allocations in the plan, in accordance with the draft masterplan. The masterplan has been updated in this version of the plan to take into account changes as a result of consultation with the local community.

CONSULTATION

11. Consultation on the draft AAP is being carried out in accordance with the requirements of the Planning and Compulsory Purchase Act 2004 (as amended). The council received 750 responses from consultation on the 2017 draft and received feedback from 35 consultation events. This 2020 draft of the plan is intended to encompass the council's response to extensive consultation and provide the opportunity for further engagement and comment on the progress of the plan before the formal submission version. This is set out in the consultation plan. We published the engagement summary 'You Said/We Did' document in 2019 detailing feedback we received and the changes we committed to making. We also published the Old Kent Road Social Regeneration Charter which contained 10 promises. The revised AAP delivers on these promises.

KEY ISSUES FOR CONSIDERATION

12. The draft AAP is an ambitious plan for the regeneration of Old Kent Road and the surrounding area. It provides more detail to the New Southwark Plan vision and policies to manage change over the next 20 years.
13. The plan objectives are:

1) ENERGY AND CLIMATE CHANGE

- Address the Climate Emergency by achieving a net zero carbon Old Kent Road AAP 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, reducing the number of trips and encouraging walking and cycling
- Encourage waste reduction and reuse where possible
- Provide infrastructure and work with infrastructure providers of transport, energy and other utilities to enable reduction in carbon
- Introduction of the Urban Greening Factor.

2) YOUTH

- Deliver a state of the art youth facility in line with the council's vision as set out in our Youth Strategy
- Ensure every child has a safe and positive experience of growing up in Old Kent Road, making the area the first choice for parents and carers to bring up their children
- Provide inclusive access to social and physical infrastructure, including access to cultural activities, parks and open spaces, libraries, and new youth facilities
- Create a "virtual" youth super hub through a new network of youth facilities at 231 Old Kent Road, Frensham Street Park and the Tustin Estate. These will be delivered and managed jointly maximising access to the widest variety of shared facilities and resources equitably across the plan area.

3) NEW HOMES

- Build 20,000 new homes
- 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.

4) BAKERLOO LINE EXTENSION

- Extend the Bakerloo Line and deliver two new stations along Old Kent Road

5) EMPLOYMENT, JOBS AND BUSINESS

- Double the number of jobs from approximately 10,000 to 20,000
- 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 employment networks and ecosystems which help to make Old Kent Road successful
- Provide new employment space mixed with residential in innovatively designed buildings

6) TOWN CENTRE, LEISURE AND ENTERTAINMENT

- Create two new district town centres which promote a sense of community and prevents 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

7) PARKS AND OPEN SPACE

- Increase the public open space provision to 30ha and plant 3000 new trees
- 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 new neighbourhood green links and spaces between these new parks, the stations and busy places linking to established residential neighbourhoods
- Create smaller pocket parks, courtyard spaces, rain gardens and community gardens throughout the area

8) EDUCATION AND SCHOOLS

- Expand existing primary schools to provide up to nine additional forms of entry, one new secondary school and two new primary schools providing high quality learning, play, sports, arts facilities, open and inclusive for the pupils and wider community
- Promote the co-location of nurseries and older people's accommodation for intergenerational learning and health
- Deliver a network of arts and cultural spaces which will provide a foundation for the local community, as individuals or groups, young and old, to explore and engage in continuous learning.

9) 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 spaces of townscape and heritage value and find new uses for old buildings.

10) HEALTH AND WELLBEING

- Reduce air pollution to improve the health and wellbeing of our residents
- Build a new community health hub providing a focus for improving health and promoting healthy active lifestyles
- Build new health facilities which are integrated with other community services such as the new four court indoor sports hall
- Encourage residents to lead healthy and active lives by improving access to cycling and walking routes.

11) CLEANER, GREENER, SAFER

- Address the biodiversity crisis by promoting planting, food growing and greening
- Promote retrofitting of existing buildings to generate energy on site, conserve energy and improve circulation, heating and efficiency
- Improve air quality in and around Old Kent Road
- Tackle inequalities associated with air quality, movement, access to open space and ability to respond to the Climate Emergency.

12) 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
- Provide access to sustainable methods of transport such as on street E-charging points, cycle hire docking stations and scooter parking
- New residential development will have zero car parking. New commercial development will need to commit to the use of electric vehicles. TfL will be encouraged to have a low emission bus fleet and schools will be located away from main roads.

13) CONNECTING COMMUNITIES

- Ensure all our residents, and particularly existing residents, can access the benefits of our regeneration programmes and the opportunities created by those programmes for new homes, new jobs, new healthcare, new education facilities and new infrastructure
- Ensure that our existing residents and neighbourhoods prosper from growth through giving people from every community the opportunity to get their voices heard from the earliest point and when decisions are made
- Provide targeted support in regeneration areas for all communities and particularly the disadvantaged, involving all of our services, partners and community based activities.

14. The main changes to the plan since previous consultation versions include:

Connecting communities

15. The AAP embeds the council's commitment to ensure that the plan has a people focus to put local residents, communities and others at the heart of the regeneration. This theme has been updated throughout the document, including in the vision, strategic policies and objectives of the plan. In the sub areas we have introduced a special section on

'Connecting Communities' and engagement with local residents and businesses features throughout the plan. The plan continues to promote a healthier environment and transport improvements including the Bakerloo Line Extension, limitations on car parking, reduced air pollution and sustainability improvements for water, drainage and energy.

16. Significant benefits for local residents such as affordable homes, creation of local jobs, new parks and allotments, new health and leisure facilities including potential for the co-location of sports and leisure within new schools, and improved shops and town centre services.

Climate Emergency

17. The AAP includes a new policy at the forefront of the plan (Policy AAP3) to make the Old Kent Road a carbon neutral AAP. The Climate Emergency policy introduces measures that helps to achieve the council's commitment to be net zero carbon by 2030 including Urban Greening Factor to further steer biodiversity in new development. A map of the District Heat Network 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.

Housing

18. The commitment in Policy AAP4 remains for at least 35% of new homes to be affordable (7,000 out of 20,000 new homes). The Old Kent Road opportunity area overall is achieving the highest average % delivery in London at 38% affordable homes with approvals to date. The AAP strengthens the council's commitments to deliver larger family homes (4 bedrooms) in social rented homes and provide smaller social rented homes for older people. 50% of new council homes will be let to local residents.

Commitment to the Bakerloo Line Extension

19. The AAP continues to deliver a strong message on the need and benefits of the BLE (Policy AAP2). The plan includes the phasing approach of 9,500 homes to be approved before the letting of the construction contract of the BLE and the remaining 10,500 to be approved with a Grampian condition subject to the delivery of the BLE.

Youth, education and healthcare

20. The AAP includes a bespoke new youth policy (Policy AAP14) to address feedback to plan for the future of young people, and the importance of this is reflected through the vision and strategy. We will deliver a state of the art youth facility in line with the council's vision as set out in our Youth Strategy. The community hub at 231 Old Kent Road is being incorporated into the council's Youth Strategy as a key deliverable, along with new youth facilities at Frensham Street and the Tustin Estate. The plan continues to commit to responding to the needs for new school and health facilities including delivery of 9 forms of entry through expansions to existing primary schools around the Old Kent Road area and the delivery of 2 new 2/3FE primary schools on sites at Mandela Way and the Sandgate Street site to be delivered later in the plan period. The masterplan includes plans for a 6-8FE secondary school on council owned land at Sandgate Street. The plan also identifies the potential to establish further education in the opportunity area and attract a higher education institution. The plan includes the delivery of a new health hub to serve Old Kent Road, Canada Water and Bermondsey at the doctor's surgery on Verney Road, which is owned by the council.

Heritage

21. The AAP includes the proposed 5 new conservation areas and identifies all the listed buildings and identifies all locally important buildings which will be retained.

Town centre and businesses

22. The AAP commits to achieving double the number of jobs, no net loss of industrial floorspace and continues the commitment for specific mixed use industrial typologies and affordable workspace (Policy AAP5). The masterplan for South Bermondsey industrial intensification has been included at sub area 5. There are now two district town centres, and commitments in relation to a revitalised high street, a new green deal for jobs and achieving the 15 minute city concept. The AAP includes a new ground floor strategy policy (Policy AAP6) and high street character section explaining the changes to the high street in the sub areas.

High street strategy

23. The high street strategy sections set out how we will change Old Kent Road from a place to pass through, to a high street at the heart of the community. This includes how we will deliver a mix of uses that will ensure a vibrant retail and leisure economy, and how we will design ground floor shops units and the street spaces to create a welcoming and pedestrian friendly high street environment, integrating new development with the old.

Tall buildings

24. The AAP tall buildings strategy, “ the stations and the crossings” has been amended so that a “Tier One” (the tallest) buildings are categorised as over 20 storeys (revised from over 30 storeys), and “Tier Two” buildings are categorised as between 16 and 20 storeys (revised from between 16 and 25 storeys). “Tier Three” has been revised from up to 16 storeys to up to 15 storeys. The policy has been updated to ensure that the design of tall buildings that are over 20 storeys demonstrate that they make an exceptional contribution to the regeneration of the area and deliver our vision for a people centred and family friendly Old Kent Road.

Parks

25. The AAP masterplan shows an increase in the amount of park space, specifically around the gasholder (Livesey Park) (incorporating land from National Grid Gas and National Grid Electricity) and a new park at the council depot on Frensham Street. The masterplan also shows the closure of part of Verney Road to accommodate the Surrey Canal Park with access and servicing moved to within the site. A new park space has been created at the car park to the rear of the Tesco petrol station. The AAP commits to doubling the open space in the area to 30ha by 2045. There is potential for a new 1ha park space at Bricklayers Arms through conversion of the flyover to an elevated park space. The council have commissioned a specialist air quality study which is ongoing to inform the delivery and monitoring of the AAP objectives in relation to air pollution.

BEFORE

AFTER



*Car park north of Tesco (above)
Frensham Street Park (below)*

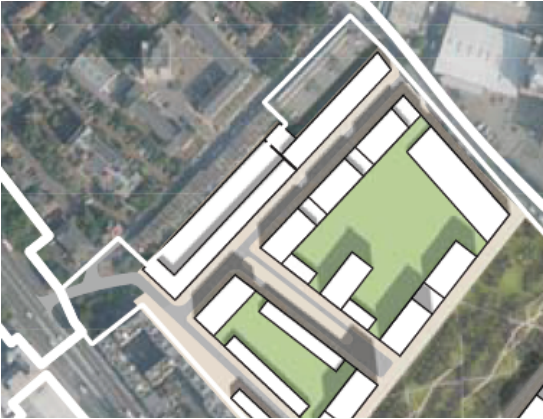


Livesey Park and Verney Road closure

Page's Walk

26. The masterplan shows three storey townhouses with back gardens, instead of commercial buildings behind the back gardens of residents on Page's Walk, following their feedback.

BEFORE

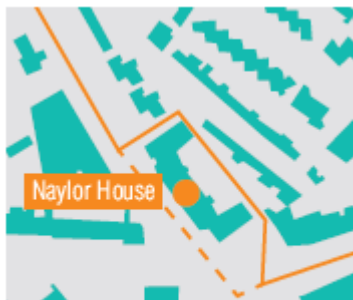


AFTER



Naylor House

27. Naylor House was removed from the Opportunity Area boundary following feedback from its residents.



- Proposed opportunity area boundary
- - Existing opportunity area boundary

Next Steps

28. The council will consult on the 2020 draft of the AAP between 11 January 2021 and 5 April 2021. The plan will be available online following the Cabinet meeting and digital methods of communication will be engaged. The consultation plan (Appendix B) sets out the scope of consultation that will be carried out along with key events and methods of engagement.
29. The council will consider all responses received to the consultation and prepare a Proposed Submission version of the plan in 2021 which will follow the Examination in Public of the New Southwark Plan. Representations will be invited on the proposed final plan and subsequently the AAP will be submitted to the Secretary of State in 2021. The adoption of the AAP is expected in 2022.

Community impact statement

30. The 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 AAP the council has completed an integrated impact assessment (Appendix D). This 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. 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

31. There are no immediate financial implications arising from the proposed consultation on the 2020 draft of the AAP. 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.

SUPPLEMENTARY ADVICE FROM OTHER OFFICERS

Director of Law and Democracy

28. Area Action Plans (AAPs) are local development documents under the legislative framework established under the Planning and Compulsory Act 2004 ('the 2004 Act'). Regulation 5 of the Town and Country Planning (Local Planning) (England) Regulations 2012 ('the Regulations') provides that any document which (i) relates only to part of the area of the local planning authority;(ii) identifies that area as an area of significant change or special conservation; and (iii) contains the local planning authority's policies in relation to the area, is a local plan. As part of the Local Plan for Southwark, the AAP, once adopted, will be used to make planning decisions on development proposals submitted to the council.
29. A detailed statutory procedure for the adoption of local plan documents is set out in Part 6 of the Regulations including preparation and publication of a local plan, the consideration of consultation responses and the requirement for conformity with the London Plan. Section 19(3) of the 2004 Act requires that, in preparing local development documents, the local planning authority must comply with their statement of community involvement (SCI) and this report confirms that there will be compliance with the consultation period referred to in the SCI, which is itself a statutory document. The Consultation Plan which accompanies this report sets out both the statutory minimum requirements for consultation in the Regulations and the extended proposals in the SCI.
30. Ultimately, the AAP will be submitted to the Secretary of State and will be subject to independent examination, as will be outlined in further reports as the statutory process progresses.

- 31 This report is accompanied by a Consultation Plan, Consultation Report, Integrated Impact Assessment, Habitats Regulations Assessment, Equalities Impact Assessment and a Health Impact Assessment.
- 32 Section 19(5) of the 2004 Act requires a sustainability appraisal of the proposals in each development plan document such as the AAP and the Regulations prescribe that the sustainability appraisal report must be submitted to the Secretary of State as part of the adoption process. The purpose of the Sustainability Appraisal is to promote sustainable development by integrating sustainability considerations into plans. By testing each plan policy against sustainability objectives, the Sustainability Appraisal process assesses and reports the likely significant effects of the plan policies and the opportunities for improving social, environmental and economic conditions by implementing the plan.
- 33 Sustainability Appraisals 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. The SEA was transposed into UK law by the Environmental Assessment of Plans and Programmes Regulations 2004. SEA is focused primarily on environmental effects, whereas Sustainability Appraisals go further by examining all the sustainability related effects of plans, whether they are social, environmental or economic. The process for undertaking a SA is conducted in accordance with the requirements of the SEA Directive. The sustainability aspects of the plan are considered in the Integrated Impact Assessment.
- 34 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 with regard to the Human Rights Act 1998.
- 35 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. While a HIA is not required by law it is considered good practice, particularly since responsibility for managing the health of populations was transferred from national government to local authorities following the Health and Social Care Act 2012.
- 36 Part 3B of the Cabinet Role and Functions of the Southwark Constitution provides that the Cabinet Member for Climate Emergency, Planning and Transport has particular responsibility for the development of Area Action Plans, including Old Kent Road (working with the Cabinet Member for Communities and Equalities).
- 37 Part 3F of the Constitution provides that it is function of planning committee to comment on local development framework documents in respect of all significant planning matters and to make recommendations to cabinet.
- 38 Part 3C of the Constitution provides that approval of proposals and plans contained in the council's policy framework are reserved to full cabinet.
- 39 Part 3A of Southwark's Constitution provides that it is the Council Assembly that must agree the policy framework including development plan documents.

Strategic Director of Finance and Governance (FC20/020)

32. This report is requesting cabinet to agree the Old Kent Road Area Action Plan: December 2020 Draft (Appendix A) for consultation and note the Consultation Plan (Appendix B), Consultation Report (Appendix C), Integrated Impact Assessment (Appendix D), Habitats Regulations Assessment (Appendix E), Equalities Impact Assessment (Appendix F) and Health Impact Assessment (Appendix G).
33. The strategic director of finance and governance 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.
34. Staffing and any other costs connected with this report to be contained within existing departmental revenue budgets.

BACKGROUND DOCUMENTS

Background Papers	Held At	Contact
London Plan 2016	Southwark Council 5 th Floor Hub 2 160 Tooley Street London SE1 2QH	planningpolicy@southwark.gov.uk
Web link: http://www.london.gov.uk/priorities/planning/londonplan		
Southwark Statement of Community Involvement 2008	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): http://www.southwark.gov.uk/planning-and-building-control/planning-policy-and-transport-policy/consultation-and-updates/statement-of-community-involvement		
Saved Southwark Plan 2010	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/planning-and-building-control/planning-policy-and-transport-policy/development-plan/local-plan		
The Core Strategy 2011	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/planning-and-building-control/planning-policy-and-transport-policy/development-plan/local-plan?chapter=2		

Background Papers	Held At	Contact
National Planning Policy Framework	Southwark Council 5 th Floor Hub 2 160 Tooley Street London SE1 2QH	planningpolicy@southwark.gov.uk
Web link: https://www.gov.uk/government/publications/national-planning-policy-framework--2		
New Southwark Plan Council's Proposed Changes to the submission version Aug 2020	Southwark Council 5 th Floor Hub 2 160 Tooley Street London SE1 2QH	planningpolicy@southwark.gov.uk
Web link: https://www.southwark.gov.uk/planning-and-building-control/planning-policy-and-transport-policy/new-southwark-plan?chapter=4		
Old Kent Road AAP Preferred Option 2017	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/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?chapter=4		
Old Kent Road regeneration website	Southwark Council 5 th Floor Hub 2 160 Tooley Street London SE1 2QH	planningpolicy@southwark.gov.uk
Web link: https://oldkentroad.org.uk/		

APPENDICES

No.	Title
All these appendices are available online on the following web link: http://moderngov.southwark.gov.uk/ieListDocuments.aspx?CId=302&MId=6664&Ver=4	
Appendix A	Old Kent Road AAP December 2020 draft
Appendix B	Consultation Plan
Appendix C	Consultation Report
Appendix D	Integrated Impact Assessment (circulated separately)
Appendix E	Habitat Regulations Assessment (circulated separately)
Appendix F	Equalities Impact Assessment (circulated separately)
Appendix G	Health Impact Assessment (circulated separately)

AUDIT TRAIL

Cabinet Member	Councillor Johnson Situ, Climate Emergency, Planning and Transport	
Lead Officer	Eleanor Kelly, Chief Executive	
Report Author	Juliet Seymour, Planning Policy Manager Laura Hills, Planning Policy Team Leader	
Version	Final	
Dated	26 November 2020	
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	26 November 2020	