



LB Southwark Revised CIL Charging Schedule examination:

Opening statement on behalf of LB Southwark, GLA and TfL

Welcome to Southwark and thank you for giving us the opportunity to make this short opening statement.

London's population is likely to continue to grow. By 2036, there are likely to be more than 10,000,000 living in the capital¹, significantly more than at any time in the city's history. Similarly, the number of jobs in London is set to grow by 1.54m between 2011 and 2036². Given this background, the London Plan makes clear that the only prudent course is to plan for continued growth.

Opportunity area designations are a key plank in the London Plan strategy for managing growth. The Old Kent Road was designated an opportunity area in 2015 and Southwark, the GLA and TfL have collaborated in developing the evidence base and planning framework for the area. In 2016, together with LB Lewisham, LBS, GLA and TfL launched a formal Growth Partnership to promote growth within the wider area covered by the proposed Bakerloo Line extension and coordinate the delivery of the infrastructure that will be required to support it.

The draft Old Kent Road area action plan is an ambitious strategy to deliver over 20,000 new homes and at least 5,000 additional jobs over the next 20 years or so. The scale of the challenge is huge. The population increase will equate to a new town the size of Dover. However, the Old Kent Road opportunity area is not simply about numbers; it's about delivering a place in which current and future generations will be proud to live, work and visit.

The challenges around social regeneration and "good growth" require delivery of a range of benefits including access to good quality housing, jobs and opportunities to live healthy and active lifestyles.

Southwark has an excellent record of delivering affordable housing and we are committed to ensuring that at least 35% of homes in new developments are affordable.

We will also need new school places, new and improved open spaces, cultural and leisure opportunities, new and improved walking and cycling routes and public realm improvements which transform the Old Kent Road corridor itself into a place in which active and sustainable travel are the modes of choice.

¹ London Plan 2016

² GLA Economics Working Paper 67 (July 2015)

The proposed Bakerloo Line extension will transform connectivity in south-east London and increase the capacity and resilience of London's transport network. Funds for its design development have been committed in TfL's business plan, and the Mayor has prioritised the development of the scheme during this mayoralty. The anticipated completion point has recently been brought forward from 2030 to 2028/29. The funding package will need to include a significant contribution from local sources which will potentially include business rate retention and of course the community infrastructure levy.

Southwark's existing CIL Charging Schedule was brought into effect in April 2015. In revising the CIL Charging Schedule we are proposing to extend the existing CIL zone 2 throughout the Old Kent Road opportunity area. We are also proposing to inflate the rates in the CIL Charging Schedule in line with the All-In Tender Price Index, in accordance with the CIL Regulations.

The proposed changes to the CIL Charging Schedule reflect the ambition and scale of growth anticipated in the emerging Old Kent Road AAP and aim to ensure that CIL can make a meaningful and needed contribution to the BLE funding package.

We have sought to ensure that our CIL proposals will not diminish the quality of place and we are aspiring to deliver or our objective of providing at least 35% affordable housing.

1000 homes at planning application stage and a further 3,000 in pre-application are testament to the appetite for development within the opportunity area.

Overall, our Revised CIL Charging Schedule strikes an appropriate balance between the desirability of funding infrastructure from the levy and the potential impact upon the economic viability of development across the opportunity area and wider borough.

I can confirm that in preparing the Revised CIL Charging Schedule, Southwark has complied with the Planning Act 2008 (as amended) and the CIL Regulations 2010 (as amended).

I am pleased to be able to submit Southwark's Revised CIL Charging Schedule for your consideration and look forward to participating in the forthcoming hearings.

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Endorsed by:

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