



# **DRAFT OLD KENT ROAD AREA ACTION PLAN/ OPPORTUNITY AREA PLANNING FRAMEWORK**

**Integrated Impact Assessment  
Further Preferred Option**

**December 2017**

<b>CONSULTATION</b>	<b>TIMETABLE</b>
Evidence gathering and refinement of the baseline information, plans , programmes and strategies, key issues, objectives and IIA framework	<b>2015-Spring 2016</b>
Developing and refining options and assessing effects and preparing the Integrated Impact Assessment Report	<b>Spring 2016</b>
Consultation on Integrated Impact Assessment Scoping Report	<b>12 February 2016 - 18 March 2016</b>
Consultation on the draft Old Kent Road Area Action Plan Preferred Option draft AAP policies and Integrated Impact Assessment	<b>June 2016 – November 2016</b>
Consideration of responses and developing the draft Old Kent Road Area Action Plan and Integrated Impact Assessment Report	<b>Autumn 2016</b>
Consultation on the draft Old Kent Road Area Action Plan proposed new and amended AAP policies and Integrated Impact Assessment (this document)	<b>June 2017 – September 2017</b>
<b>Consultation on AAP: Further Preferred Option</b>	<b>December 2017 - March 2018</b>
Consultation on the submission version Old Kent Road Area Action Plan and Integrated Impact Assessment Report	<b>2018</b>
Submission of the draft Old Kent Road Area Action Plan Integrated Impact Assessment Report to the Planning Inspectorate	<b>2018/19</b>
Examination in Public	<b>2018/19</b>
Adoption of the Old Kent Road Area Action Plan	<b>2019</b>

## **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:

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Consultation on this document begins on 13 December 2017 All comments must be received by 21 March 2018

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## **Abbreviations**

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  
NSP: New Southwark Plan  
SPD: Supplementary Planning Document

## **Non technical summary**

### **What is this document?**

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.

This document reports on the Integrated Impact Assessment of the draft Old Kent Road Area Action Plan for the further preferred option. 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 characteristics 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.

### **What does this document do?**

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.

### **Why do we need an AAP for OKR?**

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.

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.

## The options for the AAP

### Option A: Business as usual

This option would be delivered without the extension of the Bakerloo Line. The option would deliver 8000 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.

### Option B: High growth

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 three 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 homes expected under Option A delivered 10 years sooner
- 7,000 affordable homes
- 1 further education college and the opportunity for a university
- 3 new tube stations on the Bakerloo Line Extension
- 1 new community health hub
- 10,000 new jobs
- 1 major cultural attraction
- 1 new secondary school
- 2 new primary schools
- 9 primary school expansions
- 7 new parks and other public spaces

Figure 1 shows the boundary of the Old Kent Road opportunity area



Figure 1

## **Section 1 – Background**

### **1.1 Why is this document required?**

- 1.1.1 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.
- 1.1.2 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.
- 1.1.3 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
- 1.1.4 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.
- 1.1.5 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.

### **1.2 Habitats Regulations Assessment**

- 1.2.1 The Conservation of Habitats and Species Regulations (as amended) (2010) [the Habitats Regulations] require that 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.
- 1.2.2 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.

## **Section 2 – Methodology**

### **2.1 Purpose of the Integrated Impact Assessment**

2.1.1 This IIA will follow the same methodology as the IIA carried out for the first preferred option. The purpose of sustainability appraisal is to ensure that sustainable developments 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) have been met. The IIA considers the sustainability impacts of the plan in addition to impacts on health and equalities.

### **2.2 Planning and Sustainable Development**

2.2.1 The National Planning Policy Framework (NPPF) (2012) 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.

2.2.2 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.

2.2.3 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 3. This information was used to set out the issues in Section 4. These issues form the basis for the IIA Framework in Section 5. That framework is used to assess the plan options and alternatives in Section 6 and to assess the policies in Section 7. Section 8 explains the next stages in the plan preparation, implementation and future monitoring.



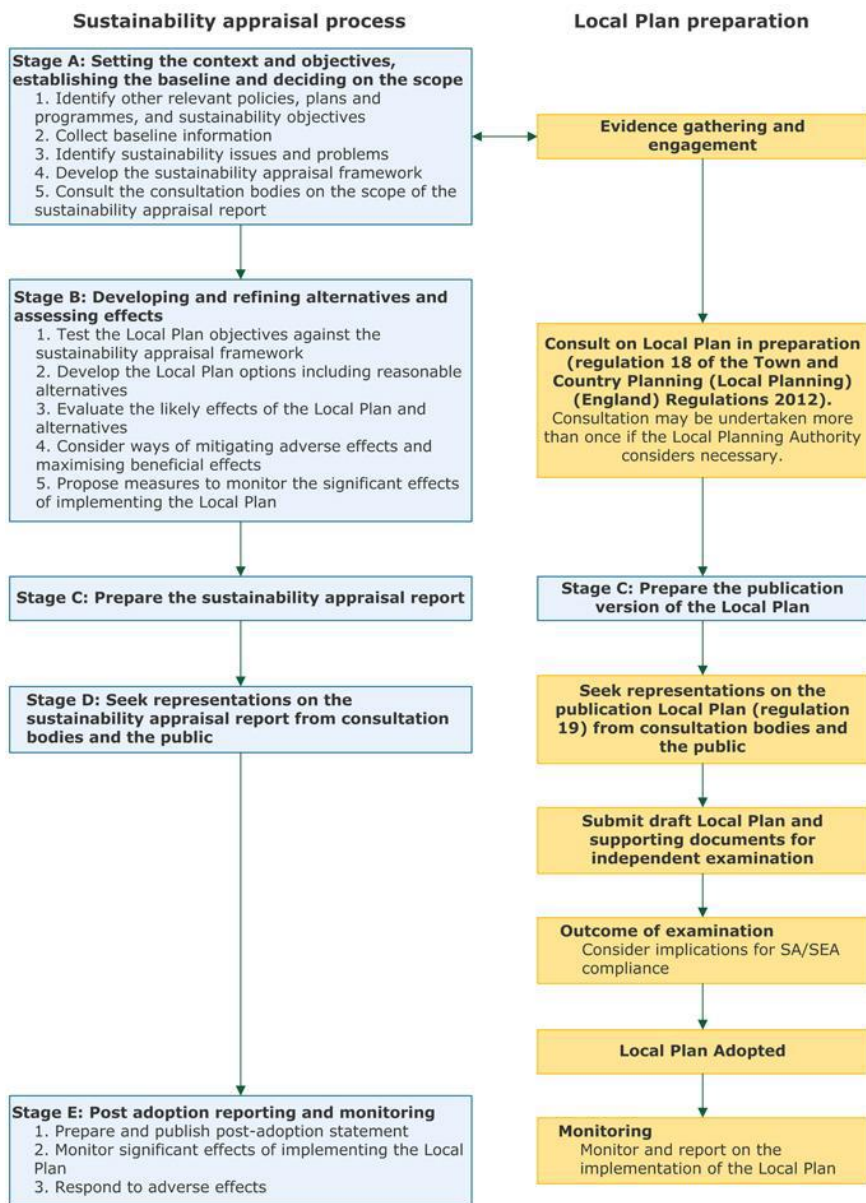


Figure 2.1

## 2.2 Process

<b>Stage A – Scoping</b>	Setting the context and objectives, establishing the baseline and deciding on the scope.  Consultation on the scoping report took place from 12 February 2016 - 18 March 2016
<b>Stage B – Testing alternatives</b>	Developing and refining options and assessing effects against the IIA framework.  Options were considered in community forum events throughout 2015-2016.
<b>Stage C – Prepare the Integrated Impact Assessment Report</b>	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.
<b>Stage D – Seek representations from consultation bodies and the public</b>	Consultation on the further preferred option draft AAP and IIA report will take place between December 2017 and March 2018.
<b>Stage E – Post adoption reporting and monitoring</b>	Review consultation responses to draft AAP and IIA. Prepare submission version of AAP and ongoing monitoring.

## 2.3 Consultation

- 2.3.1 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.
- 2.3.2 The first stage of formal consultation for this IIA involved the IIA Scoping Report, included at Appendix 1. 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.
- 2.3.3 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.
- 2.3.4 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.

## 2.4 Monitoring the plan

- 2.4.1 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.
- 2.4.2 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.

## Section 3 - Context and baseline

### 3.1 Links to other policies, plans and programs

3.1.1 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.

### 3.2 Summary of baseline information

3.2.1 Both qualitative and quantitative data has been used to inform the baseline. The baseline data has been used to describe the current social, economic and environmental characteristics. A summary of the baseline information is provided below.

**Population:** 33,241<sup>1</sup> and, without the implementation of the AAP, it is projected to grow by 15% from 2015 to 2036

**Deprivation:** The OA is affected by relatively high levels of deprivation with 6 small areas in the 30% most deprived, 8 in the 20% most deprived and 3 in the 10% most deprived in the country. The areas of greatest concern are income, barriers to housing and other services, crime levels and living environment.

**Housing:** The OA is characterised by a range of housing types however flats are the dominant housing typology in the Old Kent Road, comprising 80% of the area's stock. 58% of the housing stock is social rented, 17% of properties are privately owned, and 21% are privately rented.

**Social infrastructure (education, health, community):** 65.7% of pupils living in the opportunity area achieve 5+ A\*-C grade GCSEs<sup>2</sup>, outperforming the borough average. In the OA 5.5% of people report that they are in bad or very bad health, slightly above the average for London<sup>3</sup>.

**Jobs and businesses:** Old Kent Road is home to 9 industrial estates/areas, 3 retail parks and 2 high street locations. In 2015, Old Kent Road was home to 748 businesses and 9,500 jobs over 1,026,300 sqm of floorspace. There is a high proportion of small businesses in the area. Although economic trends show a general decline in demand for industrial space, level of demand remains strong in the OA and vacancy levels are fairly low. The OA has seen growth in creative industries and increasing demand for smaller and hybrid workspaces

**Retail and leisure:** The Old Kent Road has a total of 31,600 sqm of retail floor space, including 11,800 sqm of convenience goods floorspace and 19,800 sqm of comparison goods floorspace.

**Environmental Conditions (climate change, waste, air quality, flooding, noise):** The mean domestic electricity and gas consumption and the mean non-domestic consumption figures are lower than borough and national averages<sup>4</sup>.

The 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.

The Old Kent Road corridor currently significantly exceeds the legal air quality standard for Nitrogen Dioxide (NO<sub>2</sub>)<sup>5</sup>.

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<sup>1</sup> Mid-2014 Lower Layer Super Output Area population estimates for England and Wales, Office for National Statistics

<sup>2</sup> 2013/14 GCSE and Equivalent Results for Young People by Gender, Referenced by Location of Pupil Residence, Neighbourhood Statistics, Department for Education

<sup>3</sup> 2011 Census, Office for National Statistics

<sup>4</sup> 2013 Sub-national energy consumption statistics, Department for Energy and Climate Change

<sup>5</sup> Southwark Environmental Protection monitoring

**Open Space:** The current standard of park provision in the OA is 0.25 ha per 1,000 people<sup>6</sup>. The OA contains areas of natural deficiency, priority areas for biodiversity enhancement. The area also has the potential to be a key wildlife corridor<sup>7</sup>.

**Heritage:** The Old Kent Road is one of Southwark's distinct, vibrant and connective places that comprises of an array of unique architecture and public realm located in the north of the borough. The road itself has a long history, parts of the road maintain high street character. The area is largely characterised by large industrial and commercial units, retail parks and car parking which demonstrate large grain post war redevelopment. Finer urban grain survives as ribbon development along much of the southern part of the Old Kent Road.

**Transport:** The Old Kent Road provides good road and public transport access to the Central Activities Zone (CAZ) with a number of buses serving the area. The Old Kent Road is the A2, a busy thoroughfare providing the main route for vehicular traffic from Kent to central London. Due to the levels of traffic there are some risks of pedestrian safety and collisions. The PTAL ratings for the area differ significantly, with good accessibility around the north of the OA (Bricklayers Arms) to lower ratings around the south of area. .

### 3.3 Problems in collecting baseline data.

3.3.1 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.

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<sup>6</sup> Southwark Open Space Strategy Evidence Base, 2012

<sup>7</sup> Forthcoming report of 2015 Ecological Survey of Southwark

## Section 4 – Purpose of the IIA and Issues

### 4.1 Purpose of the Area Action Plan

- 4.1.1 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.
- 4.1.2 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.
- 4.1.3 This has been recognised by the New London Plan, 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 9,500 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.

### 4.2 Vision

#### A Better Central London....The Best of Central London

- 4.2.1 Old Kent Road isn’t any old road. For 2000 years it has been a vital artery connecting the commerce and culture of one of the world’s great cities to Europe. Its strength as a place to live, work and do business is its central London location and inner city character.
- 4.2.2 The construction of the Bakerloo Line Extension will drive the growth of central London southwards encompassing Old Kent Road. As this happens, the council want to make sure that new development helps to foster a civil and humane community in which old and young can flourish together. We are exploring ideas such as the co-location of nurseries with older persons’ accommodation, something that has successfully reduced loneliness and social isolation in other cities, and connecting schools with other education institutions with diverse local employment opportunities.
- 4.2.3 Central London is a place of extremes of wealth and poverty and its regeneration is sometimes criticised as gentrification at best and social cleansing at worst. The redevelopment of Old Kent Road will be neither of these things. Its primary purpose will be the delivery of tangible direct benefits to the existing communities in Walworth, Bermondsey and Peckham including new and improved housing, schools, park spaces and leisure and health centres and the creation of a wide range of jobs. This plan sets out the physical framework that will enable the community to realise its potential. There should be no poverty of ambition or opportunity in Old Kent Road for any age group. It promotes multifunctional attractive neighbourhoods that promote physical activity and social interaction and shield from negatives such as pollution and feeling unsafe.
- 4.2.4 We want redevelopment to grow Old Kent Road’s 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 central London and new and growing sectors such as the arts and creative industries. 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.

- 4.2.5 We want to build new homes, 35% of which will be affordable, 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. Generous room sizes, high ceilings and large windows will make sure that people have enough “head room” and space to think and to rest.
- 4.2.6 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 “Greener Belt” (Figure 3). This network 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.
- 4.2.7 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. This is vital for the health of everyone, especially children.
- 4.2.8 Living at the centre of one of the worlds 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 to make the most of that opportunity on behalf of the residents and businesses of Old Kent Road.

**4.3 Key environmental, health and equality issues**

- 4.3.1 Table 4.1 sets out sustainability issues that have been identified for the Old Kent Road opportunity area which the IIA will address. These have 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.
- 4.3.2 The sustainability issues are set out in the context of a number of themes.

Table 4.1 identifies sustainability issues that have been identified for the Old Kent Road opportunity area which the IIA will address.

<b>Table 4.1 : Key environmental, health and equality issues</b>	
<b>Theme 1: Quality Affordable Housing</b>	
<b>Homes</b>	
<ul style="list-style-type: none"> <li>• Providing everyone with a decent and affordable home to live in to meet housing needs of present and future generations</li> <li>• Providing and maintaining suitable accommodation for those with specialist need, vulnerable individuals and families.</li> <li>• Improving existing housing stock and delivering new council housing</li> <li>• Providing the right mix and balance of housing types, sizes and tenures in areas of the borough</li> <li>• Optimising the efficient use of land to create mixed use neighbourhoods</li> <li>• Contributing to delivery of the London Plan housing target by maximising the number of homes which can be provided in the opportunity area</li> <li>• Delivering quality housing to help reduce health inequalities and improving health</li> </ul>	
<b>Theme 2: Revitalised Neighbourhoods</b>	
<b>Revitalised Neighbourhoods</b>	
<ul style="list-style-type: none"> <li>• Addressing relatively high levels of deprivation and low incomes among the existing population of the opportunity area</li> <li>• Improving access to services to help reduce health inequalities</li> <li>• 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</li> <li>• Reducing the high levels of crime and fear of crime</li> <li>• Accommodating a growing population</li> </ul>	

<ul style="list-style-type: none"> <li>• Addressing poor parts of the local environment that lead to physical inactivity</li> <li>• Maintaining local distinctiveness and protecting and enhancing place-making assets</li> <li>• Improving safety and facilities for young people including playspace and sports facilities</li> </ul>
<b>Design, Heritage and Environment</b>
<ul style="list-style-type: none"> <li>• Ensuring a high quality of design in new developments to ensure accessibility, inclusivity and interaction</li> <li>• Protecting and enhancing biodiversity and access to the natural environment</li> <li>• Mental health benefits from access to nature, biodiversity, green space and water</li> <li>• Addressing existing open space deficiencies and poor access to private open space; improving the use of open spaces for sport, leisure and environmental purposes</li> <li>• 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</li> <li>• Need to preserve and enhance the historic environment and built heritage including the conservation areas within and around the opportunity area</li> <li>• Securing a positive and viable future for heritage assets at risk</li> <li>• Protection of landscape features and designated sites</li> <li>• Sensitivities around very tall buildings</li> </ul>
<b>Theme 3: Strong local economy</b>
<b>Business, Employment and Enterprise</b>
<ul style="list-style-type: none"> <li>• Addressing employment inequalities and reducing the barriers to employment</li> <li>• Increasing employment opportunities through training to increase skills</li> <li>• Accommodating changing demands as a result of changing trends in industrial activity and the modernisation of businesses</li> <li>• Providing new jobs in the opportunity area as part of mixed use development opportunities</li> <li>• Providing space for businesses of all sizes to establish and grow</li> <li>• Considering impacts of regeneration on existing businesses and a need for relocation strategies where appropriate</li> <li>• Providing the incorporation of space for small and medium sized enterprises and encouraging managed workspace by specialist providers</li> <li>• Maintaining progress in educational attainment, skills and aspirations of residents</li> </ul>
<b>Town Centres</b>
<ul style="list-style-type: none"> <li>• Ensuring provision of sufficient shopping space to meet needs and seeking to cluster this within existing or new town centres</li> <li>• Supporting a transition from out-of-town style development based around retail parks to town centre and mixed use development</li> <li>• Improving retail choice and the balance of retail and other town centre uses</li> <li>• Supporting local people to make healthier choices</li> <li>• Creating attractive and safe pedestrian shopping environments and encouraging sustainable forms of transport to town centres</li> <li>• Attracting and facilitating town centre investment</li> <li>• Protecting essential shopping services for local communities</li> </ul>
<b>Theme 4: Well-being: The best start in life and healthy active lifestyles</b>
<b>Social Infrastructure</b>
<ul style="list-style-type: none"> <li>• The creation of healthy, cohesive, inclusive and safe environments</li> <li>• Providing adequate community facilities and infrastructure to meet the needs of a growing population and facilitate social interaction</li> <li>• Addressing the needs of faith groups and continuing to provide for multiple places of worship in the opportunity area</li> <li>• Identifying appropriate locations for community facilities</li> </ul>
<b>Theme 5: Getting around</b>
<b>Travel</b>
<ul style="list-style-type: none"> <li>• Improving the transport network and infrastructure on Old Kent Road</li> <li>• Improving the legibility and safety of the Old Kent Road including crossing points for pedestrians</li> <li>• Improving the health of the population by promoting healthy lifestyles including active forms of travel such as walking and cycling</li> </ul>

- 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 6: 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 5 - Integrated Impact Assessment Framework**

### **5.1. What is the IIA framework?**

5.1.1. 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.

5.1.2. The 17 objectives set out below in Table 5.1 take an integrated approach that incorporates: Sustainability Appraisal (SA) including Strategic Environmental Assessment (SEA); Health Impact Assessment (HIA) and Equality Analysis (EqIA).

### **5.1.3. IIA Framework**

<b>TABLE 5.1</b>		
<b>IIA Objective</b>	<b>Questions to consider for assessment</b>	<b>Potential monitoring indicators</b>
<b>IIAO1:</b> <b>To tackle poverty and encourage wealth creation</b>	Will it improve the range of job opportunities for all local people? Will it help to diversify the economy? Will it increase the numbers of higher paid jobs in the opportunity area? Will it help reduce overall unemployment, particularly long-term unemployment? Will it encourage the retention and /or growth of local employment and training opportunities? 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 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 result in a loss of employment land?	Employment land available and take up rates  New business formation and Survival a) Rate of Business Formation per 10,000 b) 3 year business survival rate  Numbers and % jobs in the OA by sector  Southwark compared to London (broken down by micro, small and medium sized businesses)  Vacancy levels and non-retail uses in town centres  Numbers of unemployed/ numbers receiving benefit (by sector)  Indices of deprivation 2015: Employment and income domains  Economic activity rates (age/sex/family situation)  Children in poverty (under 16s)
<b>IIAO2:</b> <b>To improve the education and skill of the population</b>	Will it provide opportunities to improve the skills and qualifications of the population, for young people and adults? Will it help improve employee education/training programmes? Will it help reduce skills shortages? Will it help to reduce the disparity in educational achievement between different ethnic groups? Will it improve childcare facilities and nurseries and encourage work/life balance?	Indices of deprivation: Education, skills and training domain  % of the population with higher education qualifications (and by gender) % of population with no qualifications (national census)  Proportion of resident pupils attending Southwark schools achieving 5+ A-Cs including English and Maths (Department for Education)
<b>IIAO3:</b> <b>To improve the health of the population</b>	Will it promote and facilitate healthy living and active lifestyles amongst different groups? Will it improve access to health and social care/treatment for all sectors of the community?	Comparative prevalence and change in health risks and causes of poor health or mortality (Joint Strategic Needs Assessment)  Indices of deprivation: health deprivation and disability; barriers

<b>TABLE 5.1</b>		
<b>IIA Objective</b>	<b>Questions to consider for assessment</b>	<b>Potential monitoring indicators</b>
	<p>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.</p> <p>Will it improve the quality of housing for all?</p> <p>Will it improve access to jobs for all and otherwise reduce poverty?</p> <p>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?</p> <p>Will it help facilitate the supply and availability of locally produced food?</p> <p>Will it help improve mental and emotional health, reducing social exclusion?</p> <p>Will it promote non-polluting forms of transport?</p> <p>Will it reduce car use, particularly for daily commuting and short trips?</p> <p>Will it reduce exposure to poor air quality across all groups?</p> <p>Will it reduce the impacts of environmental noise in the design of new neighbourhoods and green spaces?</p>	<p>to housing and services domain; and living environment domains</p> <p>Obesity levels</p> <p>Active People Surveys (Local authority level), Public Health England</p> <p>Mode share for journeys to work</p> <p>Strategic noise maps</p>
<b>IIAO4: To reduce the incidence of crime and the fear of crime</b>	<p>Will it improve safety and security?</p> <p>Will it incorporate measures to reduce crime and the fear of crime, including anti-social behaviour?</p> <p>Will it provide for a well maintained and inclusive public realm and other public facilities?</p> <p>Will it encourage an active and connected, strong and cohesive community?</p>	<p>Indices of deprivation: Crime domain</p> <p>Numbers of types of crime per annum (Metropolitan Police)</p> <p>Percentage of residents who feel fairly safe or very safe outside during the day/night (residents survey)</p> <p>Reports of anti-social behaviour (Metropolitan Police)</p>
<b>IIAO5: To promote social inclusion, equality, diversity and community cohesion</b>	<p>Will it help support the voluntary and community sectors?</p> <p>Will it support active community engagement?</p> <p>Will it support a diversity of lifestyles and communities?</p> <p>Will it promote accessibility for those people who are elderly or disabled?</p> <p>Will it improve access to low-cost transport and other facilities?</p> <p>Will it help to sustain the provision of community facilities and open</p>	<p>Breakdown of other indicators in the framework by equality group</p> <p>Homelessness and council housing waiting lists by equality group</p> <p>Health inequalities highlighted in Joint Strategic Needs</p>

<b>TABLE 5.1</b>		
<b>IIA Objective</b>	<b>Questions to consider for assessment</b>	<b>Potential monitoring indicators</b>
	<p>space that meet local needs? Will it facilitate connection of existing communities, i.e. layout and movement which avoids physical barriers and severance and land uses and spaces which encourage social interaction?</p> <p>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, older people, young people, children, gypsies and travellers and faith groups? Will it benefit the groups listed above?</p>	Assessment
<b>IIAO6: To reduce contributions to climate change</b>	<p>Will it reduce CO2 and other greenhouse gas emissions? 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 against the urban heat island effect? Will it encourage the re-use of resources? Will it encourage water efficiency and drought resilience? Will it encourage the reuse or improvement of buildings and land that are vacant, under utilised or in disrepair? Will it maintain or enhance biodiversity?</p>	<p>BREAM and Code for Sustainable Homes Scores of major consents</p> <p>Energy consumption (break down by source/type) (Department for Energy and Climate Change)</p> <p>Environmental performance of opportunity area's housing stock (energy performance certificates)</p>
<b>IIAO7: To improve air quality</b>	<p>Will it improve air quality? Will it help to reduce emissions of PM10, NO2? 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?</p>	<p>Number of days of high air pollution (Old Kent Road monitoring station)</p> <p>Annual average concentrations and number of hourly exceedences of nitrogen dioxide in air (Old Kent Road monitoring station)</p> <p>Annual average concentrations and number of daily exceedences of PM10 in air (Old Kent Road monitoring station)</p>
<b>IIAO8:</b>	Will it promote the reduction of waste during construction /	Municipal waste land-filled (tonnes)

<b>TABLE 5.1</b>		
<b>IIA Objective</b>	<b>Questions to consider for assessment</b>	<b>Potential monitoring indicators</b>
<b>To avoid waste and maximise, reuse or recycle waste arising as a resource</b>	operation? Will it minimise the production of household and commercial waste? Will it promote sustainable processing of waste?	Percentage of municipal waste sent for reuse, recycling and composting (borough waste management performance monitoring)  Number of complaints received by the Environment Agency regarding dust, odour and noise from regulated waste management sites (Environment Agency annual data)
<b>IIAO9: To encourage sustainable use of water resources</b>	Will it result in a net increase in the demand for water, and foul sewage disposal? Will it encourage reuse of water? Will it maximise use of rainwater or other local water supplies? Will it reduce discharges to surface and groundwater?	Estimated water consumption of new development (environmental reports for relevant consents)  Surface and ground water run-off rates of new development (drainage reports for relevant consents)  Annual water pollution incidents
<b>IIAO10: To maintain and enhance the quality of land and soils</b>	Will it result in the loss of open 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?	New homes built on previously developed land  Number of identified contaminated sites  Number of contaminated sites not remediated
<b>IIAO11: To protect and enhance quality of landscape and townscape</b>	Will it conserve and enhance local landscape and townscape character, and visual amenity? Will it improve the relationship between different buildings, streets, squares, parks and waterways and other spaces that make up the townscape character? Will it have a negative impact on important strategic/local views? Will it incorporate sustainable design and construction techniques?	Housing density  BREAAAM scores of relevant consents  Design appraisal of consented development (design review panels and urban design advice)
<b>IIAO12: To conserve and enhance the historic environment and cultural assets</b>	Will it protect, maintain and enhance the condition and setting of features and areas of cultural, historical and archaeological heritage in the environment? Will it promote the historic environment and also contribute to better understanding of the historic environment? Will it promote high quality design and sustainable construction	Amount of opportunity area covered by Conservation Area or APZ  Numbers of heritage assets in the opportunity area on the Historic England buildings at Risk Register

<b>TABLE 5.1</b>		
<b>IIA Objective</b>	<b>Questions to consider for assessment</b>	<b>Potential monitoring indicators</b>
	<p>methods?</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>	<p>Changes in numbers of listed buildings</p> <p>Number of scheduled ancient monuments at risk</p> <p>Number of conservation areas at risk</p> <p>Number of conservation areas with up-to-date appraisal/management plans</p>
<p><b>IIAO13:</b> <b>To protect and improve open spaces, green corridors and biodiversity</b></p>	<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 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/geodiversity level (local and national levels?)</p>	<p>Change in quantity of open space (ha)</p> <p>Change in sites of importance for nature conservation</p> <p>Open space deficiency</p> <p>Deficiency in access to nature</p> <p>Protected trees lost</p> <p>No. of green roofs/facades</p> <p>Waterways created, restored, improved or enhanced</p>
<p><b>IIAO14:</b> <b>To reduce vulnerability to flooding</b></p>	<p>Will the development be in 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>	<p>Planning permissions granted contrary to Environment Agency advice</p> <p>Number of flooding incidents (including sewer flooding)</p> <p>Condition of any relevant flood defences</p> <p>Flood protection projects delivered as part of consents and otherwise</p>

<b>TABLE 5.1</b>		
<b>IIA Objective</b>	<b>Questions to consider for assessment</b>	<b>Potential monitoring indicators</b>
<b>IIAO15:</b> <b>To provide everyone with the opportunity to live in a decent home</b>	Will it improve the supply of housing? 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? Will it deliver 'healthy homes'? (e.g. in relation to warmth, overcrowding, noise and mental health?) Will it improve overall design quality, including flexibility of stock to enable it to evolve to meet changing needs?	Amount of homes in the opportunity area Percentage of households living in temporary accommodation Households in housing need Households on the housing register Households unintentionally homeless and in priority need Income to average house price ratio No. of families living in overcrowded properties Proportion of consents meeting lifetime homes criteria No of households in fuel poverty Noise levels
<b>IIAO16:</b> <b>To promote sustainable transport and minimise the need to travel by car</b>	Will it encourage development at locations that enable walking, cycling and/or the use of public transport and connected to local services and facilities? 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?	Estimated traffic flows per annum (mil.vehicle km) Transport related CO2 emissions The number of people killed or seriously injured in road traffic collisions Proportion of personal travel made on each mode of transport overall and by equality group

TABLE 5.1		
IIA Objective	Questions to consider for assessment	Potential monitoring indicators
<b>IIAO17:</b> <b>To provide the necessary infrastructure to support existing and future development</b>	Will it provide enough social infrastructure and meet local needs? Will it support opportunities for shared community use and co-location of services? Will it provide enough physical infrastructure? Will it provide enough transport infrastructure? Will it provide enough green infrastructure?	No. and type of existing infrastructure (social, physical and green)  Capacity of existing infrastructure (social, physical and green)  No. and type of proposed infrastructure (social, physical and green)  Capacity of future infrastructure (social, physical and green)



## 5.2. Comparison of the IIA objectives

5.2.1. As part of the IIA a comparison of the objectives was undertaken to check if the objectives are compatible with one another.

	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 2	✓															
IIAO 3	✓	0														
IIAO 4	✓	0	✓													
IIAO 5	✓	✓	✓	✓												
IIAO 6	✓	0	✓	0	0											
IIAO 7	✓	0	✓	0	0	✓										
IIAO 8	✓	0	0	0	0	✓	0									
IIAO 9	✓	0	✓	0	0	✓	0	0								
IIAO 10	✓	0	✓	0	0	0	0	✓	0							
IIAO 11	✓	0	0	0	0	?	0	?	0	0						
IIAO 12	✓	0	0	0	0	?	0	?	0	0	✓					
IIAO 13	✓	0	✓	0	0	✓	✓	0	✓	✓	✓	✓				
IIAO 14	✓	0	✓	0	0	✓	0	0	✓	0	0	0	✓			
IIAO 15	✓	0	✓	0	✓	✓	✓	0	✓	0	✓	✓	✓	✓		
IIAO 16	✓	✓	✓	0	✓	✓	✓	✓	0	0	✓	0	✓	✓	✓	
IIAO 17	✓	0	✓	0	0	✓	✓	0	✓	0	0	0	✓	✓	✓	✓



Compatible



0 No significant link



? Depends on implementation

## 5.3 Method of Assessment

5.3.1 This section explains the proposed approach and methods for the IIA of the AAP/OAPF.

5.3.2 The IIA Framework presented in Table 5.1 will form the basis for appraising reasonable options for policies and for site allocations. The table sets out the criteria that will be used to determine the nature and ensuring a consistent approach is taken for the appraisal of all reasonable options.

Table 5.2 demonstrates the system of symbols which will be used to represent the findings of the IIA for different elements of the emerging AAP.

Key	✓✓	Major positive
	✓	Minor positive
	xx	Major negative
	x	Minor Negative
	?	Uncertain
	-	Neutral

5.3.3 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 5.3 outlines the grouping structure for the assessment.

Policy themes	Draft AAP Policies
Vision and strategy	Vision - The best of central London... a better central London Strategy Plan objectives
Delivery	AAP 1: The Masterplan AAP 2: Site allocations AAP 3: Infrastructure and delivery
Social regeneration to revitalise neighbourhoods	AAP 4: Social regeneration to revitalise neighbourhoods
Quality affordable homes	AAP 5: Quality affordable homes
Strong local economy	AAP 6: Businesses and workspace – The Bow Tie AAP 7: Town centre, leisure and entertainment
Cleaner, greener, safer	AAP 8: Tall buildings strategy: The Stations and the Crossings AAP 9: Character and heritage AAP 10: Parks, streets and open spaces – The Greener Belt AAP 11: Cleaner, greener, safer
Healthy active lives	AAP 12: Healthy active lives
Best start in life	AAP 13: Best start in life
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	Strategic Protected Industrial Land (SPIL)

5.3.4. 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.

5.3.5. 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.

**a. Health Impact Assessment**

i. For the HIA element of the IIA the impacts on the population groups listed in Table 5.3 will be considered:

Table 5.3	
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

**b. Equalities Analysis**

i. For the EqIA element of the IIA the impacts on the protected characteristics are listed in Table 5.4

ii. 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.

Table 5.4	
<b>Age</b>	A person belonging to a particular age (e.g. 32 year olds) or range of ages (e.g. 18-30 year olds).
<b>Disability</b>	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.
<b>Gender reassignment</b>	The process of transitioning from one gender to another.
<b>Marriage and civil partnership</b>	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 couple. 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).
<b>Pregnancy and maternity</b>	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.
<b>Race</b>	A group of people defined by their race, colour and nationality (including citizenship) ethnic or national origins.
<b>Religion and belief</b>	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.
<b>Sex</b>	A man or a woman.
<b>Sexual orientation</b>	Whether a person's sexual attraction is towards their own sex, the opposite sex or to both sexes.

## Section 6 - Plan Options and Alternatives

### 6.1. How has sustainability been considered in the development of the AAP?

6.1.1. 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.

### 6.2. What options have been considered and why?

6.2.1 The Old Kent Road has been a designated “action area” since the Southwark Plan was adopted in 2007, and our Core Strategy (2011) sets out a vision for how we will 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.

6.2.2 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.

6.2.3 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. The options below reflect the growth options for the opportunity area without a tube line and with a Bakerloo Line extension should this occur in 2030. Option B assumes the provision of two or three new tube stations to serve the area. The specific location of tube stations is also part of ongoing discussions.

6.2.4 All options have been analysed and considered in full and can be found in the 2016 IIA.

#### Option A: Business as usual

6.2.5 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 5,000 -10,000 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 whilst our evidence base suggests that the demand for industrial land is in decline.

6.2.6 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

- 6.2.7 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.
- 6.2.8 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 35% affordable homes.
- 6.2.9 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.
- 6.2.10 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.
- 6.2.11 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.
- 6.2.12 The Bakerloo Line extension and two or three 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.
- 6.2.13 Through larger site allocation, 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.
- 6.2.14 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.

### **6.3. Which option was chosen for the AAP and why?**

- 6.3.1. 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.
- 6.3.2. 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.
- 6.3.3. 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.

## Section 7 - Effects of the plan policies

### 7.1. Appraisal of the draft AAP/OAPF policies and proposals sites

- 7.1.1. 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.
- 7.1.2. 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 character areas across the OA. Site allocations are also considered within the character 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**.
- 7.1.3. 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 6**.

### 7.2. What are the significant positive effects of the plan?

- 7.2.1. 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.
- 7.2.2. 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.



- 7.2.3. 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.
- 7.2.4. 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.

### **7.3. What are the significant negative effects of the plan?**

- 7.3.1. 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.

### **7.4. Uncertain impacts**

- 7.4.1. 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.
- 7.4.2. 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.

### **7.5. Cumulative impacts**

- 7.5.1. 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.

- 7.5.2. 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.
- 7.5.3. 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.
- 7.5.4. 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.

## **7.6. Proposed Mitigation**

- 7.6.1. 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 New Southwark Plan where some of the negative impacts will be mitigated.
- 7.6.2. 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. Southwark will shortly publish an Integrated Water Management Strategy prepared with Thames Water and the GLA for the opportunity area to manage future demand.
- 7.6.3. 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 space.
- 7.6.4. 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.

## **7.7. Uncertainties and Risks**

- 7.7.1. The conclusions that were reached in undertaking the IIA of the Old Kent Road Area Action Plan policies were a result of 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.

- 7.7.2. Consequently, there may be some questions about the way some policies were ranked against particular sustainability objectives. However, whilst some individual rankings may possibly be challenged at this level, it is the overall performance of a policy against the IIA Framework taken as a whole, which is the most important element to consider.

## Section 8 – Implementation

### 8.1. What are the next stages in the plan preparation?

<b>IIA PRODUCTION STAGE</b>	<b>TIMETABLE</b>
Preparation of the final IIA report to accompany the publication version of the Old Kent Road AAP.	2018
Consultation on Old Kent Road AAP publication version and draft final IIA report	2018/19
Adoption of the AAP and publication of the final IIA report.	2019

### 8.2. How will the plan be implemented?

- 8.2.1. 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.
- 8.2.2. 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.
- 8.2.3. 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.
- 8.2.4. 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.
- 8.2.5. 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. Through implementing this SPD and collecting CIL we will secure financial contributions to mitigate the impacts of development. We have also undertaken a review of the CIL in the OA to maximise funding available for infrastructure and will review the CIL regularly to ensure it reflects changing values.

### 8.3. Links to other tiers of plans, programs and other guidance

- 8.3.1. 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.

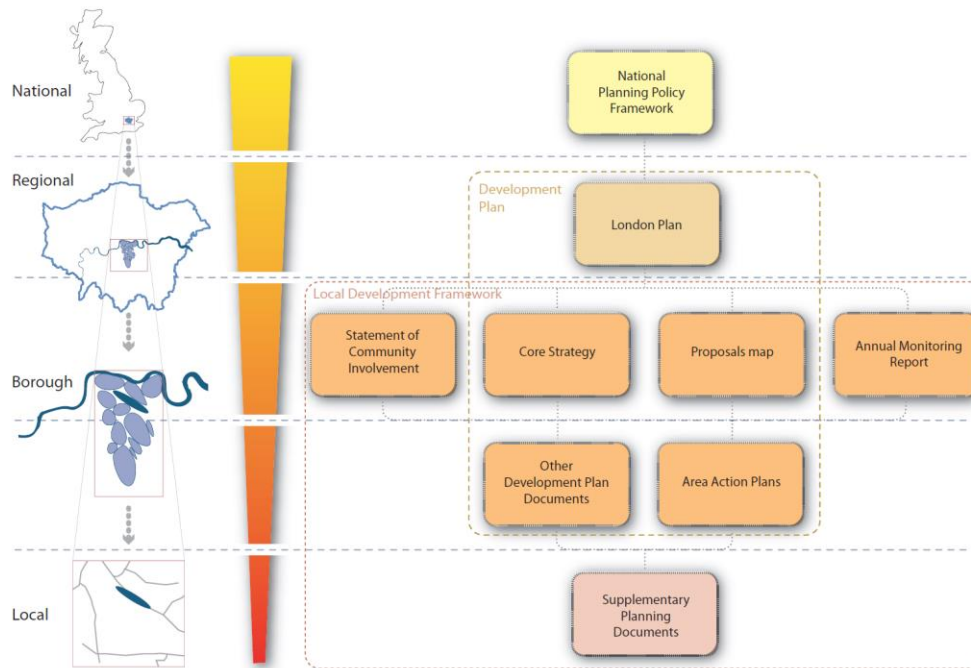


Figure 8.1

#### 8.4. Proposals for monitoring

- 8.4.1. 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.
- 8.4.2. 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.



## 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

## **Report on Consultation on the Old Kent Road Integrated Impact Assessment Scoping Report**

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.

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
<b>Exploration of options and consultation</b>		
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.
<b>Baseline data</b>		
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>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</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>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><b>Water efficiency and management</b></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><b>Transport</b></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 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.</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.	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.
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?	Noted. The introduction of the BLE would introduce positive impacts on air pollution and sustainability for the area.
TFL Borough Planning	Support for transport interventions encouraging safer walking and cycling which has positive effects on equalities health and the environment.	Noted.
<b>Green space</b>		
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.	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.
<b>Comparison of IIA Objectives</b>		
TFL Borough Planning Jeremy Leach  Richard Lee	The links between IIA 3 and IIA 16 could be made clearer.  Whether the objectives are compatible with each other will depend upon formulation of policy as well as implementation.	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.  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.
<b>Key environmental, health and equality issues (Table 4.1)</b>		
TFL Borough Planning  TFL Borough Planning Richard Lee CASS Cities	The links between health and transport should be strengthened as transport choice is an increasingly important factor in health.  A number of suggestions for alterations or additions to Table 4.1 have been suggested by respondents.	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.  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



<b>Additional plans, strategies and programmes</b>		
<p>TFL Borough Planning Friends of Burgess Park Historic England Environment Agency</p> <p>Richard Lee CASS Cities</p>	<p>The council received suggestions for updates and additions to Appendix 1 of the scoping report.</p> <p>The work completed by neighbourhood forums and University studies should be included in the baseline.</p>	<p>All suggestions for updates and additional documentation have been taken into account in Appendix 3 of the IIA.</p> <p>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.</p> <p>The document can be updated as additional plans and projects are published.</p>
<b>Monitoring</b>		
<p>CASS Cities Richard Lee</p>	<p>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?</p> <p>The IIA could contain more statistical information from the evidence base to minimise the chance of misinterpretation in future monitoring</p>	<p>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.</p> <p>The IIA considers impacts on social networks as part of the analysis and assessment. Future monitoring indicators are provided.</p> <p>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.</p>



## **DRAFT OLD KENT ROAD AAP/OAPF Integrated Impact Assessment Appendices**

<b>No.</b>	<b>Title</b>
Appendix 1	Scoping report consultation summary
<b>Appendix 2</b>	<b>The SEA Directive Requirements</b>
Appendix 3	Relevant Plans, Strategies and Programmes
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## 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</p>	<p>Stage A as described</p>

<p>plan or programme including, in particular, those relating to any areas of a particular environmental importance, such as areas designated pursuant to Directives <a href="#">2009/147/EC (Conservation of Wild Birds)</a> and <a href="#">92/43/EEC (Habitats Directive)</a>.</p>	<p>in Table 2.1 of the IIA - Scoping stage.</p>
<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.</p>	<p>Stages A-B as described in Table 2.1 of the IIA.</p>
<p>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.</p>	<p>Stage B as described in Table 2.1 of the IIA. (Section 6 of the IIA).</p>
<p>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.</p>	<p>Stages B-C as described in Table 2.1 of the IIA. (Sections 6 and 7 of the IIA).</p>
<p>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.</p>	<p>Stages A-C as described in Table 2.1 of the IIA. (Scoping and Sections 6 and 7 of the IIA).</p>
<p>i) A description of measures envisaged concerning monitoring in accordance with regulation 17.</p>	<p>Stages A-C as described in Table 2.1 of the IIA. (Scoping and Section 8 of the IIA).</p>
<p>j) A non-technical summary of the information provided under the above headings.</p>	<p>Stage C as described in Table 2.1 of the IIA. (Non-technical summary of the IIA).</p>
<p>Consultation procedures (regulation 13)</p>	<p>Stages A-D as</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>	<p>described in Table 2.1 of the IIA.</p>
<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 Member States consulted) shall be informed and the following made available:</p> <ul style="list-style-type: none"> <li>• the plan or programme adopted</li> <li>• the environmental report</li> <li>• a statement summarising: <ul style="list-style-type: none"> <li>(a) how environmental considerations have been integrated into the plan or programme;</li> <li>(b) how the environmental report has been taken into account;</li> <li>(c) how opinions expressed in response to: <ul style="list-style-type: none"> <li>(i) the invitation referred to in regulation 13(2)(d);</li> <li>(ii) action taken by the responsible authority in accordance with regulation 13(4),</li> </ul> </li> </ul> </li> </ul> <p>have been taken into account;</p> <ul style="list-style-type: none"> <li>(d) how the results of any consultations entered into under regulation 14(4) have been taken into account;</li> <li>(e) the reasons for choosing the plan or programme as adopted, in the light of the other reasonable alternatives dealt with; and</li> <li>(f) the measures that are to be taken to monitor the significant environmental effects of the implementation of the plan or programme. (regulation 16)</li> </ul>	<p>Stage E as described in Table 2.1 of the IIA (to follow).</p>
<p>Monitoring of implementation of plans or programmes (regulation 17)</p>	<p>Stage E as described</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)). Monitoring arrangements may comprise or include arrangements established for other purposes (regulation 17 (2)).</p>	<p>in Table 2.1 of the IIA (to follow).</p>
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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

## APPENDIX 3

### 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"> <li>• Full implementation of EU nature legislation to protect biodiversity</li> <li>• Better protection for ecosystems, and more use of green infrastructure</li> <li>• More sustainable agriculture and forestry</li> <li>• Better management of fish stocks</li> <li>• Tighter controls on invasive alien species</li> <li>• A bigger EU contribution to averting global biodiversity loss</li> </ul> <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
<b>EU Directives</b>	
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"> <li>• 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*</li> <li>• New air quality objectives for PM2.5 (fine particles) including the limit value and exposure related objectives – exposure concentration obligation and exposure reduction target</li> <li>• The possibility to discount natural sources of pollution when assessing compliance against limit values</li> <li>• 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.</li> </ul> <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"> <li>• the determination of exposure to environmental noise, through noise mapping</li> <li>• provision of information on environmental noise and its effects on the public</li> <li>• adoption of action plans, based upon noise mapping results, which should be designed to manage noise issues and effects, including noise reduction if necessary</li> <li>• preservation by the member states of environmental noise quality where it is good.</li> </ul> <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"> <li>(a) the general framework for the energy performance of buildings;</li> <li>(b) the application of minimum requirements on the energy performance of new buildings;</li> <li>(c) the application of minimum requirements on the energy performance of large existing buildings that are subject to major renovation;</li> <li>(d) energy certification of buildings; and</li> <li>(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.</li> </ol>
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"> <li>(a) criteria for the assessment of good groundwater chemical status; and</li> <li>(b) criteria for the identification and reversal of significant and sustained upward trends and for the definition of starting points for trend reversals.</li> </ul> <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"> <li>• are prepared for agriculture, forestry, fisheries, energy, industry, transport, waste/ water management, telecommunications, tourism, town &amp; country planning or land use <u>and</u> which set the framework for future development consent of projects listed in the EIA Directive, or</li> <li>• have been determined to require an assessment under the Habitats Directive.</li> </ul>
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
<b>Legislation</b>	
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"> <li>• setting ambitious, legally binding targets</li> <li>• raking powers to help meet those targets</li> <li>• strengthening the institutional framework</li> <li>• enhancing the UK’s ability to adapt to the impact of climate change</li> <li>• establishing clear and regular accountability to the UK Parliament and to the devolved legislatures</li> </ul>
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"> <li>• assess the risk of emergencies occurring and use this to inform contingency planning; put in place emergency plans;</li> <li>• put in place Business Continuity Management arrangements;</li> </ul>
The CROW Act 2000	<p>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.</p>
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	<p>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</p>
Environmental Noise (England) Regulations 2006 (as amended)	<p>The regulations transpose the EU Directive 2002/49/EC that relates to the assessment and management of environmental noise.</p>
Growth and Infrastructure Act 2013	<p>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</p>
Human Rights Act 1998	<p>An Act to give further effect to rights and freedoms guaranteed under the European Convention on Human Rights</p>
Local Democracy, Economic Development and Construction Act 2009	<p>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</p>
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"> <li>• Part I introduces a new power for local authorities to promote the economic, social or environmental wellbeing of an area.</li> <li>• 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.</li> <li>• 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.</li> </ul>
Localism Act (2011)	<p>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.</p>

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"> <li>• Age</li> <li>• Disability</li> <li>• gender reassignment</li> <li>• marriage and civil partnership</li> <li>• pregnancy and maternity</li> <li>• race</li> <li>• religion or belief</li> <li>• sex</li> <li>• sexual orientation</li> </ul>
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
	town and country planning system and the introduction of a Community Infrastructure Levy (CIL).
Planning and Compulsory Purchase Act (2004)	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 <i>Sustainable communities: Delivering through planning</i> 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.
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)).
<b>Planning Framework</b>	
National Planning Policy Framework (NPPF) (2012)	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) (2014)	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
<b>Government Strategies</b>	
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.

Plan, Strategy or Programme	Summary of objectives and targets
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 <sup>1</sup> 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"> <li>• clarifying the role of local authorities and the Director of Public Health in health improvement, health protection and population healthcare;</li> <li>• proposals for who is responsible for commissioning the different public health services;</li> <li>• the mandatory services local authorities will be required to provide;</li> <li>• the grant conditions we expect to place on the local authority public health grant;</li> <li>• 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;</li> <li>• clear principles for emergency preparedness, resilience and response.</li> </ul>
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 Government Strategy for England (2008)	This cross-government strategy is the first step in a sustained programme to support people to maintain a healthy weight. It will be 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	This new, ambitious biodiversity strategy for England builds on the Natural Environment White Paper and provides a comprehensive



Plan, Strategy or Programme	Summary of objectives and targets
wildlife and ecosystem services and its outcomes and actions	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"> <li>1. to create the most competitive tax system in the G20;</li> <li>2. to make the UK one of the best places in Europe to start, finance and grow a business;</li> <li>3. to encourage investment and exports as a route to a more balanced economy; and</li> <li>4. to create a more educated workforce that is the most flexible in Europe.</li> </ol>
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"> <li>1 Identify, for the health inequalities challenge facing England, the evidence most relevant to underpinning future policy and action</li> <li>2 Show how this evidence could be translated into practice</li> <li>3 Advise on possible objectives and measures, building on the experience of the current PSA target on infant mortality and life expectancy</li> <li>4 Publish a report of the Review's work that will contribute to the development of a post- 2010 health inequalities strategy</li> </ol>
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"> <li>• Providing clarity to business on the Government's position by bringing together diverse regulations and initiatives relating to sustainability;</li> <li>• Setting and committing to higher standards to help achieve sustainability in specific areas;</li> <li>• Making specific commitments by industry and Government to take the sustainable construction agenda forward</li> </ul>
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 future (2011)	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.
UK Renewable Energy Strategy (2009)	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.

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	<p>To achieve this the strategy calls for;</p> <ul style="list-style-type: none"> <li>• 30% of electricity supply to come from renewable sources, including 2% from micro-generation</li> <li>• 12% of heat supply to come from renewable sources</li> <li>• 10% of transport supply from renewable sources</li> </ul>
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"> <li>• ensure a clear understanding of the risks of flooding and coastal erosion</li> <li>• set out clear and consistent plans for risk management</li> <li>• manage flood and coastal erosion risks in an appropriate way</li> <li>• ensure that emergency plans and responses to flood incidents are effective</li> <li>• help communities to recover more quickly and effectively after incidents.</li> </ul>
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"> <li>• protect human life and alleviate suffering; and, as far as possible, property and the environment;</li> <li>• support the continuity of everyday activity and the restoration of disrupted services at the earliest opportunity; and</li> <li>• uphold the rule of law and the democratic process.</li> </ul>
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 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.</p>

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<b>Guidance and Other Reference Documents</b>	
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	<p>Environment Agency on-line toolkit which sets out guidance for site specific opportunities, green roof design and technical assessment</p> <p>The vision is that developers will promote the use of green roofs to:</p> <ul style="list-style-type: none"> <li>• create a better and more sustainable London</li> <li>• deliver better quality places to live and work</li> </ul>

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	<ul style="list-style-type: none"> <li>• create a low-carbon city</li> <li>• adapt to and mitigate the effects of climate change</li> </ul>
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.	<p>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.</p> <p>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.</p>
Natural England: A Natural Development	The Natural Development Project launched on 3 November 2009 to demonstrate how both large and small scale development can

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(2009)	<p>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.
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	Sets out a method for understanding and assessing heritage significance of views.

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For Assessing Heritage Significance Within Views, English Heritage (2011)	
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.
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	Sets out best practice guidance for identifying buildings and structures suitable for local listing and for managing the list.

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Draft, English Heritage (2011)	
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.</p> <p>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"> <li>• How to reduce the nation's consumption of salt, saturated fats and trans fats</li> <li>• 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</li> <li>• Commercial interests</li> <li>• Food product labelling</li> <li>• The European Union's common agricultural policy</li> <li>• Public sector catering guidelines</li> <li>• Advice on take-aways and other food outlets.</li> </ul>
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"> <li>• How health professionals and local highways authorities can coordinate work to make the road environment safer.</li> <li>• Introducing engineering measures to reduce vehicle speeds, in line with Department for Transport guidance.</li> <li>• Making routes commonly used by children and young people safer. This includes routes to schools and parks.</li> </ul>
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"> <li>• how to promote the benefits of physical activity and encourage participation</li> <li>• high level strategic planning</li> <li>• the importance of consultation with children and young people and how to set about it</li> <li>• planning and providing spaces, facilities and opportunities</li> <li>• training people to run programmes and activities</li> <li>• how to promote physically active travel such as cycling and walking.</li> </ul>
National Institute for Health and Clinical Excellence (NICE): Promotion and creation of	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

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physical environments that support increased levels of physical activity	<p>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"> <li>• 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.</li> <li>• 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.</li> <li>• Plan and provide a comprehensive network of routes for walking, cycling and using other modes of transport involving physical activity.</li> </ul>
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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<b>Air Quality</b>	
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.
<b>Equality</b>	
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 <b>London Plan Policy 7.2 An inclusive environment</b> and of other policies in the

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Environment SPG (2014)	Plan with specific reference to inclusive design. It also provides guidance on Lifetime Neighbourhoods to support London Plan <b>Policy 7.1 Building London's neighbourhoods and communities</b> . 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"> <li>• Domestic violence and abuse</li> <li>• Female Genital Mutilation (FGM)</li> <li>• Forced marriage</li> <li>• 'Honour'-based violence</li> <li>• Prostitution and trafficking</li> <li>• Sexual violence including rape</li> <li>• Sexual exploitation</li> <li>• Sexual harassment</li> <li>• Stalking</li> <li>• Faith-based abuse.</li> </ul> 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"> <li>• 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;</li> <li>• sets out some of the tools for promoting equality and diversity in planning processes;</li> <li>• highlights the spatial impacts of wider socio-economic issues such as poverty and discrimination in the planning context;</li> <li>• 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</li> </ul>

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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.
<b>Culture</b>	
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.
<b>Design and place shaping</b>	
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.
<b>Economy</b>	
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"> <li>• Find out how developments such as changing consumer behaviour and technological advances have altered the playing field for London's retailers</li> <li>• See how retailers have adapted by implementing measures such as 'Click-and-Collect' or 'Dark Stores'</li> <li>• 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</li> </ul>

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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"> <li>• Skills and employment: to ensure Londoners have the skills to compete for and sustain London's jobs;</li> <li>• Micro, small and medium sized enterprises: to support and grow London's businesses;</li> <li>• 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</li> <li>• Infrastructure: to keep London moving and functioning.</li> </ul>
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"> <li>• 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;</li> <li>• 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.</li> </ul>
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"> <li>• A review of office-based employment projections and office floor space need estimates to inform future alterations to the London Plan</li> <li>• An assessment of the impact of recent economic events on different parts of the London office market, and those which might</li> </ul>

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	<p>be anticipated in the future</p> <ul style="list-style-type: none"> <li>• A review of London Plan town centre office development guidelines and associated policy proposals</li> <li>• 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</li> <li>• Consideration of the potential for conversion of surplus office space to other uses, especially residential, in different parts of London</li> <li>• An overview of hybrid office/industrial buildings, their locational attributes and implications for office, industrial, transport and other policies.</li> </ul>
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"> <li>• Supporting the evolution and diversification of town centres</li> <li>• Delivering mixed use housing intensification</li> <li>• Quality matters</li> <li>• Promoting Accessibility and Connectivity</li> <li>• Town centre regeneration and initiatives</li> </ul>

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	<ul style="list-style-type: none"> <li>• Proactive town centre strategies</li> <li>• Strategic Outer London Development Centre implementation guidelines</li> </ul>
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.
<b>Energy and Climate Change</b>	
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 <sub>2</sub> 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"> <li>• identifies who and what is most at risk today</li> <li>• analyses how climate change will change the risk of flood, drought and heatwave through the century</li> <li>• describes what action is needed to manage this and who is responsible for it.</li> </ul> <p>The key actions proposed in the strategy are:</p> <ul style="list-style-type: none"> <li>• To improve our understanding and management of surface water flood risk</li> <li>• 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</li> <li>• To retro-fit up to 1.2m homes by 2015 to improve the water and energy efficiency of London homes</li> </ul>
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.
<b>Flood Risk</b>	
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.
<b>Health and well-being</b>	
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"> <li>• <b>making food healthier</b> – working with takeaway businesses and the food industry to make healthier fast food.</li> <li>• <b>starting them young</b> – schools should have strategies to reduce the amount of unhealthy food children eat at lunch and on their journey to and from school.</li> <li>• <b>planning for health</b> – use regulatory and planning measures to address the proliferation of hot food takeaway outlets.</li> </ul>
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"> <li>• securing a sustained increase in participation in sport and physical activity amongst Londoners</li> <li>• using sport to assist in tackling social problems including ill health, crime, academic underachievement and lack of community cohesion.</li> </ul>
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.
<b>Heritage</b>	
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"> <li>• Palace of Westminster and Westminster Abbey, including St Margaret's Church</li> <li>• Tower of London</li> <li>• Maritime Greenwich</li> <li>• Royal Botanic Gardens, Kew</li> <li>• Darwin Landscape Laboratory (Tentative List)</li> </ul> <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>
<b>Housing</b>	
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)	<p>The aim of the research was threefold:</p> <ul style="list-style-type: none"> <li>• 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.</li> <li>• To provide some of the evidence base that boroughs will need to draw on if considering introduction of licensing in the PRS.</li> <li>• 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).</li> </ul>
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)	<p>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:</p> <ul style="list-style-type: none"> <li>• the loss of capacity for conventional homes, especially affordable family housing;</li> <li>• the need to secure mixed and balanced communities;</li> <li>• the scope for identifying land suitable for student accommodation; and,</li> </ul>

Plan, Strategy or Programme	Summary of objectives and targets
	<ul style="list-style-type: none"> <li>the way these issues are expressed in parts of inner London “where almost three quarters of the capacity for new student accommodation is concentrated”.</li> </ul> <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>
<b>Infrastructure</b>	
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"> <li>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.</li> <li>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.</li> <li>Describes Department of Health models for service delivery in a way that should help planners and health professionals to communicate with each other.</li> <li>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.</li> <li>Provides a comprehensive range of resources for the assessment of social infrastructure need arising from individual applications.</li> </ul>
<b>London Plan</b>	

Plan, Strategy or Programme	Summary of objectives and targets
London Plan (2015)	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"> <li>• facilitate effective coordination and cooperation of activities to ensure the realisation of the London Plan</li> <li>• inform developers and all delivery partners who need to understand the envisaged implementation actions and strategic infrastructure provision in relation to the London Plan</li> <li>• provide communities with transparent and accessible information to enable them to get involved in the development of their area</li> <li>• help boroughs in terms of the wider context for their local implementation and infrastructure planning and the preparation for their Community Infrastructure Levy (CIL).</li> </ul> <p>The Plan will be updated regularly.</p>
London Planning Statement (2014)	<p>The NPPF revoked Government Office for London Circular 1/2008 which “provided advice and guidance on the arrangements for strategic planning in London”. The Mayor considers that it is helpful for him to fill the gap this leaves with a document that provides some information about his planning functions, and the way in which he intends to carry them out. This document is intended to be helpful to anyone concerned with planning in London, including boroughs, specialist agencies, developers, amenity and voluntary groups, individual neighbourhoods and Londoners. It:</p> <ul style="list-style-type: none"> <li>• sets out some general principles of fundamental importance to the planning system in London;</li> <li>• explains the Mayor’s part in London’s planning system, both in preparing strategic planning policy through his spatial development strategy (or “London Plan”) and in the taking of planning decisions about strategic developments;</li> <li>• highlights the issues that the Mayor considers are particular priorities for the London planning system and which he thinks it is helpful to draw to the attention of others; and</li> <li>• sets out the Mayor’s intended programme of planning-related work for the next four years.</li> </ul>
<b>Noise</b>	
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. Three key issues are:</p> <ol style="list-style-type: none"> <li>1. Securing good noise reducing road surfaces</li> <li>2. Securing a night aircraft ban across London</li> <li>3. Reducing noise through better planning and design of new housing</li> </ol>
<b>Open Space, Biodiversity, Geodiversity</b>	
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

Plan, Strategy or Programme	Summary of objectives and targets
Open Spaces Strategies: Best Practice Guidance (2008)	<p>economic growth.</p> <p>This document provides guidance on how to create an open space strategy. Drawing on the lessons learnt from 5 years of CABE Space strategic enabling support with local authorities across England, it updates earlier CABE 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.</p>
Connecting with London's Nature. The Mayor's Biodiversity Strategy (2002)	<p>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.</p>
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"> <li>• Covers the audit, protection and management of trees and woodland in line with Policy 7.21 of the London Plan</li> <li>• Highlights the asset value of trees and woodland, both in financial terms and the broad range of economic and environmental benefits they provide</li> <li>• Considers all the trees in a borough as a single unified resource – an 'urban forest'</li> <li>• Extends the concept of an 'urban forest' across boundaries so that the cumulative benefits of trees to Londoners can be enhanced</li> <li>• Takes a step by step approach to the management of trees and woodland.</li> </ul>
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"> <li>• The publication of the 2011 London Plan;</li> <li>• The emerging advice of the Government in its National Planning Policy Framework;</li> <li>• 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;</li> <li>• The publication by the LGP of their Geodiversity Action Plan.</li> </ul>
<b>Sustainability</b>	
Sustainable Design and Construction. Mayor's Supplementary Planning Guidance	<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>

Plan, Strategy or Programme	Summary of objectives and targets
(2014)	
Adapting to Climate Change: A checklist for development (2005)	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.
Sustainable Development Framework for London. London Sustainable Development Commission (June 2003)	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. The Framework should be used to: -provide the context for policy development and decision-making; -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.
<b>Transport</b>	
Mayor's Transport Strategy (2010)	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: <ul style="list-style-type: none"> <li>• Support economic development and population growth</li> <li>• Enhance the quality of life for all Londoners</li> <li>• Improve the safety and security of all Londoners</li> <li>• Improve transport opportunities for all Londoners</li> <li>• Reduce transport's contribution to climate change and improve its resilience</li> <li>• Support delivery of the London 2012 Olympic and Paralympic Games and its legacy</li> </ul>
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	The Mayor's Vision for Cycling document sets out how this will be achieved, focusing on four key outcomes: <ol style="list-style-type: none"> <li>1. <b>A Tube network for the bike.</b> London will have a network of direct, joined-up cycle tracks, with many running in parallel with key Underground, rail and bus routes.</li> <li>2. <b>Safer streets for the bike.</b> Spending on the Better Junctions programme will be significantly increased and substantial</li> </ol>

Plan, Strategy or Programme	Summary of objectives and targets
	<p>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.</p> <p>3. <b>More people travelling by bike.</b> We will 'normalise' cycling, making it something anyone feels comfortable doing.</p> <p>4. <b>Better places for everyone.</b> 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.</p>
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: Transport Action Plan (2014)	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.
<b>Waste</b>	
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	<p>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</p> <ul style="list-style-type: none"> <li>• correct data on safeguarded wharves,</li> <li>• 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.</li> </ul>
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.
<b>Water</b>	
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

Plan, Strategy or Programme	Summary of objectives and targets
Thames River Basin Management Plan (2009)	<p>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:</p> <ul style="list-style-type: none"> <li>• To safeguard the sustainable use of water</li> <li>• To protect and restore the status of aquatic ecosystems</li> <li>• To improve aquatic environments by the reduction of hazardous substances</li> <li>• To reduce groundwater pollution; and</li> <li>• To help mitigate the effects of flood and droughts</li> </ul>
Taking Care of Water- Our Plan for the next 25 years (Thames Water Utilities ) 2015-2040	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 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
<b>Community</b>	
The Council Plan 2014/15 to 2017/18	The Council Plan is the council's overarching business plan. A Council Plan for 2014/15 to 2017/18 was agreed by Cabinet in July 2014. 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 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 (2008)	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.
<b>Economy and Employment</b>	
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	<p>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:</p> <ul style="list-style-type: none"> <li>• Where people, especially our young people, are equipped with the skills and ambition to make the most of our central London location</li> <li>• Where businesses grow and prosper</li> <li>• Where town centres and high streets thrive</li> <li>• Where our residents are financially independent</li> </ul>
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

Policy or Plan	Summary of objectives and targets
Culture Strategy 2013-2018 and action plan	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. 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.
<b>Education</b>	
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"> <li>• support improvements in standards</li> <li>• enable children to have fun and develop new skills</li> <li>• enhance support for vulnerable children</li> <li>• encourage parental involvement in children's learning</li> <li>• make better use of facilities by opening them up to the community</li> <li>• provide better help to address children's wider needs</li> </ul>
<b>Flood Risk</b>	
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.
<b>Health</b>	
Better Environment, Better Health	The Better Environment, Better Health guide offers tailored information on seven important environmental factors that can impact on

Policy or Plan	Summary of objectives and targets
(Southwark) (2013)	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 and assesses the services provided to reduce alcohol related harm.
Annual Public Health Report 2010	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.
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"> <li>• Be healthy</li> <li>• Stay safe</li> <li>• Enjoy and achieve</li> <li>• Make a positive contribution</li> <li>• Achieve economic wellbeing</li> </ul> <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	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.
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>

Policy or Plan	Summary of objectives and targets
	<ul style="list-style-type: none"> <li>-Compare your local authority against other authorities in the region</li> <li>-Benchmark your local authority against the England value</li> </ul>
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.
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.
<b>Heritage, Design and Archaeology</b>	
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.

Policy or Plan	Summary of objectives and targets
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.
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.
<b>Housing – General</b>	
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"> <li>• We will use every tool at our disposal to increase the supply of all kinds of homes across Southwark.</li> <li>• 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.</li> <li>• We will support and encourage all residents to take pride and responsibility in their homes and local area.</li> <li>• We will help vulnerable individuals and families to meet their housing needs and live as independently as possible.</li> </ul>
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	

Policy or Plan	Summary of objectives and targets
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.
<b>Housing – Student accommodation</b>	
Research into the need for additional student housing in Southwark (2008)	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 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.
<b>Neighbouring boroughs:</b>	
Lewisham Council Sustainable Community Strategy (2008-2020)  Our vision 2020: Lambeth Community Strategy (2008-2020)  Croydon community Strategy 2010-2015  The City Together Strategy: the Heart of a World Class City 2008-2014  Tower Hamlets Community Plan (2011)  Building a better Bromley 2020 (2009)  Westminster City Plan (2006-2016)	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.
Lambeth Core Strategy (2011) and Draft Local Plan (2015)  Lewisham Core Strategy (2011)  Bromley saved UDP (2006) and emerging Local Plan (2014)  The City of London Local Plan (2015)  Tower Hamlets Core Strategy (2010)	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.

Policy or Plan	Summary of objectives and targets
<p>Croydon Strategic Policies</p> <p>Westminster City Plan: Strategic Policies (2013) and saved UDP (2010)</p>	
<b>Open Spaces and Biodiversity</b>	
<p>Southwark Open Space Strategy (2013) and evidence base (2013)</p>	<p>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.</p>
<p>Southwark Physical Activity and Sport Strategy 2014-2017</p>	<p>This study sets out what the council and PRO-ACTIVE Southwark partners will deliver to support more people becoming more active more often.</p>
<p>Southwark Biodiversity Action Plan (2013-2019) and evidence base</p>	<p>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.</p>
<p>Southwark Tree Management Strategy (2011)</p>	<p>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.</p>
<b>Planning</b>	
<p>New Southwark Plan (preferred option) (2015)</p>	<p>The New 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.</p>
<p>Southwark Core Strategy (2011)</p>	<p>The Core Strategy is a planning document that sets out how Southwark will change up to 2026 to be the type of place set out in our Sustainable Community Strategy (Southwark 2016). It affects everyone living, working and visiting Southwark. The core strategy sets out our long term vision, spatial strategy and strategic policies with an implementation plan up until 2026 to deliver sustainable development.</p>
<p>Southwark Plan Saved Policies (2010)</p>	<p>The Southwark Plan policies are saved where they are consistent with the core strategy.</p>
<p>Area Action Plans</p>	<p>An Area Action Plan (AAP) is a development plan document focused upon a specific location or area subject to conservation or significant change. This could include a major regeneration project or growth area. It ensures development of an appropriate scale, mix and quality for key areas of opportunity, change or conservation. AAPs are subject to independent examination.</p> <p>Peckham and Nunhead Area Action Plan (2014)</p> <p>Aylesbury Area Action Plan (2010)</p> <p>Canada Water Area Action Plan (2012)</p>
<p>Southwark Plan Adopted Policies Map</p>	<p>The adopted proposals map is part of Southwark's Local Plan and shows the proposals and policies for the following adopted plans</p>

Policy or Plan	Summary of objectives and targets
(updated March 2012)	<p>which are used to make decisions on planning applications:</p> <ul style="list-style-type: none"> <li>• Southwark Plan (Southwark Unitary Development Plan) adopted July 2007</li> <li>• Aylesbury Area Action Plan</li> <li>• Canada Water Area Action Plan March 2011</li> </ul> <p>The adopted proposals map is updated each time a new Development Plan Document in the LDF is adopted.</p>
Southwark adopted Supplementary Planning Documents (SPDs) and Supplementary Planning Guidance (SPGs)	<p>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.</p>
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"> <li>• progress in producing planning documents</li> <li>• whether planning policies are achieving the objectives of the plan</li> <li>• what impacts the policies are having on the local environment, communities and economy</li> <li>• details of how policies need to be changed or replaced if we are not meeting our objectives or targets</li> </ul>
<b>Pollution</b>	
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.
<b>Town Centres</b>	
Southwark Retail Study (2015)	<p>The study considers:</p> <ul style="list-style-type: none"> <li>• The vitality and viability of Southwark's existing town centres</li> <li>• The extent to which Southwark centres are fulfilling their role in meeting the retailing needs of the borough</li> <li>• The need for further retail development during the local plan period, and possible scenarios for meeting any identified need for additional retail floorspace</li> </ul>
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.
<b>Sustainability</b>	



Policy or Plan	Summary of objectives and targets
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
<b>Transport</b>	
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.
<b>Waste</b>	
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.
<b>Infrastructure and Viability</b>	
Southwark Community Infrastructure Levy (Revised Draft CIL Charging Schedule Dec 2014)	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"> <li>• Safer Neighbourhoods bases</li> </ul>

Policy or Plan	Summary of objectives and targets
	<ul style="list-style-type: none"> <li>• Custody Centres</li> <li>• Patrol Bases</li> <li>• Front Counters</li> <li>• Office accommodation</li> </ul>
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 Interviews	Produced by architecture students from the Sir John Cass Faculty of Art, Architecture and Design, the document is an 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. <a href="http://www.casscities.co.uk/Cass-Cities-audit-book">http://www.casscities.co.uk/Cass-Cities-audit-book</a>
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 <a href="http://ewnf.herokuapp.com">http://ewnf.herokuapp.com</a>



## 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

## IIA Appraisal of the AAP options

IIA Objectives							Timescale			Option A Commentary on Results
	Theme 1	Theme 2	Theme 3	Theme 4	Theme 5	Theme 6	S	M	L	
IIA 1 To tackle poverty and encourage wealth creation	✓	x	x	-	-	-	-	-	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 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.
IIA 2 To improve the education and skill of the population	-	x	x	-	-	-	-	-	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	-	x	x	x	-	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	-	-	-	-	-	-	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	-	-	x	-	xx	-	-	-	-	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.
IIA 7 To improve the air quality	-	x	-	xx	xx	xx	-	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	x	-	x	-	-	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	-	-	-	x	-	-	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	-	x	-	x	x	x	-	-	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

corridors and biodiversity										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.
IIA 16 To promote sustainable transport and minimise the need to travel by car	-	x	-	x	x	x	-	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.
IIA 17 To provide the necessary infrastructure to support existing and future development	✓	x	-	✓	x	x	-	✓	-	Future development is more likely to be supported by existing infrastructure or improvements to existing facilities such as schools and health facilities through CIL/S106 in the longer term. It is unlikely large scale infrastructure improvements to transport, green space or community facilities could be provided. This has a limited impact on achieving significant improvements for the community through new facilities, infrastructure or improving health.

IIA Objectives							Timescale			Option B
	Theme 1	Theme 2	Theme 3	Theme 4	Theme 5	Theme 6	S	M	L	Commentary on Results
IIA 1 To tackle poverty and encourage wealth creation	✓	✓	✓	✓	✓	✓	-	?	✓	This scenario would involve the loss of industrial land along with jobs in those particular sectors which may be difficult to replace in mixed use development. However will be more job opportunities in this scenario benefiting groups such as young people through apprenticeships, the unemployed and low income groups improving levels of deprivation. 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.
IIA 2 To improve the education and skill of the population	-	✓✓	✓✓	✓✓	✓	-	-	✓✓	✓✓	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.
IIA 3 To improve the health of the population	✓	✓✓	✓	✓✓	✓✓	✓✓	-	✓✓	✓✓	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 the impact of vehicular pollutants and better air quality and would particularly benefit disabled people and pregnant women.
IIA 4 To reduce the incidence of crime and the fear of crime	✓	✓✓	✓	✓	✓	✓✓	-	✓	✓✓	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.
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 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.
IIA 6 To reduce contributions to climate change	x	x	-	-	✓	x	x	-	✓	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. 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. In the short term the embodied carbon emissions in demolition and construction will adversely contribute to climate change
IIA 7 To improve the air quality	x	-	-	-	✓✓	-	x	?	✓✓	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	x	-	-	-	-	x	x	-	?	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.
IIA 9 To encourage sustainable use of water resources	x	x	-	-	-	x	-	-	?	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.
IIA 16 To promote sustainable transport and minimise the need to travel by car	✓	✓✓	✓	✓	✓✓	✓✓	-	✓✓	✓✓	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.
IIA 17 To provide the necessary infrastructure to support existing and future development	✓	✓✓	✓	✓	✓✓	✓✓	-	✓✓	✓✓	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.



## 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

## IIA Appraisal of the AAP policies

IIA Objectives	Vision and objectives	Timescale			Draft AAP policies
		S	M	L	Commentary on Results
IIA 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 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 would speed up the delivery of employment and wealth creation. Creating more accessible shops and services in the new town centre, would decrease the cost of accessing these amenities.
IIA 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.
IIA 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.
IIA 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.
IIA 5 To promote social inclusion, equality, diversity and community cohesion	✓	?	✓	✓✓	With an overarching goal to benefit existing communities the plan 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. As would making 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.
IIA 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.
IIA 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 and encouraging TFL to use a low emission bus fleet would contribute to reductions in air pollution. Locating schools away from main roads and creating new green links would reduce the exposure of people to poor air quality.
IIA 8 To avoid waste and maximise, reuse or recycle waste arising as a resource	-	-	-	-	
IIA 9 To encourage sustainable use of water resources	-	-	-	-	
IIA 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.



IIA 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.
IIA 12 To conserve and enhance the historic environment and cultural assets	✓✓	✓	✓	✓✓	Increasing the profile of Old Kent Road 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.
IIA 13 To protect and enhance open spaces, green corridors and biodiversity	✓✓	-	✓	✓✓	Three new parks, other new green spaces and green links creating a greener belt for biodiversity as well as benefitting residents would expand and enhance the green infrastructure network in the area.
IIA 14 To reduce vulnerability to flooding	-	-	-	-	
IIA 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.
IIA 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 and extending the Bakerloo line would increase sustainable transport use more broadly and minimise the need to travel by car.
IIA 17 To provide the necessary infrastructure to support existing and future development	✓✓	-	✓✓	✓✓	The plan would support infrastructure improvements including the Bakerloo line 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.

IIA Objectives	Delivery	Timescale			Draft AAP policies
		S	M	L	Commentary on Results
IIA 1 To tackle poverty and encourage wealth creation	-	-	-	-	
IIA 2 To improve the education and skill of the population	-	-	-	-	
IIA 3 To improve the health of the population	-	-	-	-	
IIA 4 To reduce the incidence of crime and the fear of crime	-	-	-	-	
IIA 5 To promote social inclusion, equality, diversity and community cohesion	-	-	-	-	
IIA 6 To reduce contributions to climate change	✓	-	✓	✓	Extension of the Bakerloo line would reduce journeys by car and contribute to carbon emission reductions.
IIA 7 To improve the air quality	-	-	-	-	
IIA 8 To avoid waste and maximise, reuse or recycle waste arising as a resource	-	-	-	-	
IIA 9 To encourage sustainable use of water resources	✓	-	✓	✓	Delivering sufficient water supply and wastewater infrastructure capacity would allow the efficient use of water resources.
IIA 10 To maintain and enhance the quality of land and soils	✓	-	✓	✓	Encouraging temporary planning permissions for meanwhile uses would support the efficient use of land prior to development.

IIA 11 To protect and enhance quality of landscape and townscape	-	-	-	-	
IIA 12 To conserve and enhance the historic environment and cultural assets	-	-	-	-	
IIA 13 To protect and enhance open spaces, green corridors and biodiversity	-	-	-	-	
IIA 14 To reduce vulnerability to flooding	✓	-	✓	✓	Delivering sufficient wastewater infrastructure capacity would reduce the risk of surface water flooding.
IIA 15 To provide everyone with the opportunity to live in a decent home	-	-	-	-	
IIA 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.
IIA 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.

IIA Objectives	Social regeneration to revitalise neighbourhoods	Timescale			Draft AAP policies
		S	M	L	Commentary on Results
IIA 1 To tackle poverty and encourage wealth creation	✓	-	✓	✓	Ensuring all residents benefit from new jobs would help to decrease poverty and create wealth for residents.
IIA 2 To improve the education and skill of the population	✓	-	✓	✓	Ensuring all residents benefit from new infrastructure would increase choices of school places.
IIA 3 To improve the health of the population	✓✓	-	✓	✓✓	Ensuring all residents benefit from new infrastructure would increase access to primary and community healthcare facilities. Giving residents the opportunity for their voices to be heard throughout the planning process would help improve wellbeing. Creating healthy buildings and places and providing opportunities for healthy activities would encourage healthy behaviours such as physical activity, healthy eating and social interaction.
IIA 4 To reduce the incidence of crime and the fear of crime	-	-	-	-	
IIA 5 To promote social inclusion, equality, diversity and community cohesion	✓✓	✓	✓	✓✓	Ensuring all residents, particularly existing residents, can access the opportunities created by regeneration would support inclusive and equitable outcomes from redevelopment. Encouraging residential development above shops would enliven the new town centre and support social interaction. Giving all residents the opportunity to get their voices heard and providing targeted support alongside partners for all communities and particularly the disadvantaged would support inclusion in the planning process of the diverse communities in the area.
IIA 6 To reduce contributions to climate change	-	-	-	-	
IIA 7 To improve the air quality	-	-	-	-	
IIA 8 To avoid waste and maximise, reuse or recycle waste arising as a resource	-	-	-	-	

IIA 9 To encourage sustainable use of water resources	-	-	-	-	
IIA 10 To maintain and enhance the quality of land and soils	✓	-	✓	✓	Delivery of green infrastructure would create areas of improved soil quality.
IIA 11 To protect and enhance quality of landscape and townscape	✓	-	✓	✓	Achieving the highest possible standards of design, creating distinctive buildings and places and improving streets, squares and public places between buildings would enhance the townscape.
IIA 12 To conserve and enhance the historic environment and cultural assets	✓	-	✓	✓	Delivering heritage led regeneration would conserve and enhance the historic environment.
IIA 13 To protect and enhance open spaces, green corridors and biodiversity	✓	-	✓	✓	Delivery of green infrastructure would enhance biodiversity.
IIA 14 To reduce vulnerability to flooding	-	-	-	-	
IIA 15 To provide everyone with the opportunity to live in a decent home	✓	-	✓	✓	Ensuring all residents benefit from new homes and encouraging residential development above shops would provide more people with the opportunity to live in a decent home.
IIA 16 To promote sustainable transport and minimise the need to travel by car	-	-	-	-	
IIA 17 To provide the necessary infrastructure to support existing and future development	-	-	-	-	

IIA Objectives	Quality affordable homes	Timescale			Draft AAP policies
		S	M	L	Commentary on Results
IIA 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 to be affordable would contribute to tackling housing poverty.
IIA 2 To improve the education and skill of the population	-	-	-	-	
IIA 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.
IIA 4 To reduce the incidence of crime and the fear of crime	-	-	-	-	
IIA 5 To promote social inclusion, equality, diversity and community cohesion	✓	-	✓	✓✓	Delivering 7,000 Affordable homes and endeavouring for 50% of homes 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 and 2,000 accessible and adaptable homes 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.
IIA 6 To reduce contributions to climate change	-	-	-	-	
IIA 7 To improve the air quality	-	-	-	-	

IIA 8 To avoid waste and maximise, reuse or recycle waste arising as a resource	-	-	-	-	
IIA 9 To encourage sustainable use of water resources	-	-	-	-	
IIA 10 To maintain and enhance the quality of land and soils	✓	✓	✓	✓	High density development would make efficient use of land.
IIA 11 To protect and enhance quality of landscape and townscape	-	-	-	-	
IIA 12 To conserve and enhance the historic environment and cultural assets	-	-	-	-	
IIA 13 To protect and enhance open spaces, green corridors and biodiversity	-	-	-	-	
IIA 14 To reduce vulnerability to flooding	-	-	-	-	
IIA 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, 4000 family homes and 2000 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.
IIA 16 To promote sustainable transport and minimise the need to travel by car	✓	✓	✓	✓	High density development would encourage walking, cycling and public transport use.
IIA 17 To provide the necessary infrastructure to support existing and future development	-	-	-	-	

IIA Objectives	Strong Local Economy	Timescale			Draft AAP policies
		S	M	L	Commentary on Results
IIA 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. 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.
IIA 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.
IIA 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 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.
IIA 4 To reduce the incidence of crime and the fear of crime	-	-	-	-	
IIA 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.

IIA 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/
IIA 7 To improve the air quality	?	x	?	-	The Old Kent Road suffers from poor air quality and increasing pedestrian activity on the road could risk increased exposure to air pollution. In the medium to long-term this would be mitigated by the improvements to air quality sought by other policy in the plan.
IIA 8 To avoid waste and maximise, reuse or recycle waste arising as a resource	-	-	-	-	
IIA 9 To encourage sustainable use of water resources	-	-	-	-	
IIA 10 To maintain and enhance the quality of land and soils	✓	✓	✓	✓	Delivering an innovative mix of land uses would encourage the efficient use of land.
IIA 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.
IIA 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.
IIA 13 To protect and enhance open spaces, green corridors and biodiversity	-	-	-	-	
IIA 14 To reduce vulnerability to flooding	-	-	-	-	
IIA 15 To provide everyone with the opportunity to live in a decent home	-	-	-	-	
IIA 16 To promote sustainable transport and minimise the need to travel by car	✓	-	✓	✓	Mixing land uses and providing improved pedestrian routes would encourage walking and discourage car use.
IIA 17 To provide the necessary infrastructure to support existing and future development	-	-	-	-	

IIA Objectives	Cleaner, greener, safer	Timescale			Draft AAP policies
		S	M	L	Commentary on Results
IIA 1 To tackle poverty and encourage wealth creation	-	-	-	-	
IIA 2 To improve the education and skill of the population	-	-	-	-	
IIA 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. Delivering 5 sqm of open space per dwelling, green routes and urban greening would also benefit mental health by creating visible natural features in the townscape.
IIA 4 To reduce the incidence of crime and the fear of crime	✓	-	-	✓	Reintegrating the urban environment would encourage more people to walk and reduce the fear of crime.
IIA 5 To promote social inclusion, equality, diversity and community cohesion	✓	-	✓	✓	Celebrating heritage in the character of redevelopment and integrating development with existing neighbourhoods would encourage community cohesion.

IIA 6 To reduce contributions to climate change	✓	-	✓	✓	Delivering energy centres and decentralised heat networks would provide new development with more energy efficient power and contribute to carbon emission reductions. Zero and low carbon mitigation methods would allow air quality to be addressed without increasing carbon emissions.
IIA 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.
IIA 8 To avoid waste and maximise, reuse or recycle waste arising as a resource	-	-	-	-	
IIA 9 To encourage sustainable use of water resources	-	-	-	-	
IIA 10 To maintain and enhance the quality of land and soils	✓	✓	✓	✓	Providing 5 sqm of open space per dwelling, green routes and urban greening would create areas of enhanced soil quality.
IIA 11 To protect and enhance quality of landscape and townscape	✓✓	✓	✓	✓✓	Locating tall buildings according to a design strategy with stepped building height tiers, landmarks at crossings and stations and proportionate open space would enhance the townscape. Open spaces and green routes would make landscaping central to the character of new neighbourhoods. The use of high quality external building materials would enhance the built environment.
IIA 12 To conserve and enhance the historic environment and cultural assets	✓✓	-	✓	✓✓	Protecting heritage and guiding development with masterplans for heritage-led regeneration would enhance the historic environment. Identifying and protecting locally important historic buildings would preserve these heritage assets.
IIA 13 To protect and enhance open spaces, green corridors and biodiversity	✓✓	✓	✓	✓✓	Creating proportionate open space with tall buildings and 5 sqm of open space per dwelling, green corridors and urban greening would greatly enhance the green infrastructure network in the area. Protecting existing open spaces and trees would preserve existing components of the network.
IIA 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.
IIA 15 To provide everyone with the opportunity to live in a decent home	-	-	-	-	
IIA 16 To promote sustainable transport and minimise the need to travel by car	✓	-	✓	✓✓	Reintegrating the urban environment so that people can walk and cycle around new and existing neighbourhoods easily would encourage sustainable travel.
IIA 17 To provide the necessary infrastructure to support existing and future development	✓✓	✓	✓✓	✓✓	Delivering tall buildings at crossings and stations would locate the most intense areas of development where they can best access new and improved transport infrastructure. Providing an energy centre and decentralised heat networks, green infrastructure and sustainable urban drainage systems would support development with essential new infrastructure.

IIA Objectives	Healthy active lives	Timescale			Draft AAP policies
		S	M	L	Commentary on Results
IIA 1 To tackle poverty and encourage wealth creation	-	-	-	-	
IIA 2 To improve the education and skill of the population	-	-	-	-	
IIA 3 To improve the health of the population	✓✓	✓	✓	✓✓	Delivering the health plan would ensure that existing residents consider that they have benefitted from regeneration and the quality of their lives has improved through access to high quality housing, encouraging walking, cycling and active design, minimising exposure to air pollution, providing easy healthy food options, creating affordable places to meet throughout the year, providing integrated health services and improving mental health and wellbeing with urban greening.
IIA 4 To reduce the incidence of crime and the fear of crime	✓	-	-	✓	Making walking and cycling more attractive will increase activity on streets and reduce the fear of crime.

IIA 5 To promote social inclusion, equality, diversity and community cohesion	✓	-	✓	✓✓	Delivering the health plan 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.
IIA 6 To reduce contributions to climate change	-	-	-	-	
IIA 7 To improve the air quality	✓	-	✓	✓	Delivering the health plan would ensure that new buildings minimise residents' exposure to harmful air pollutants.
IIA 8 To avoid waste and maximise, reuse or recycle waste arising as a resource	-	-	-	-	
IIA 9 To encourage sustainable use of water resources	-	-	-	-	
IIA 10 To maintain and enhance the quality of land and soils	-	-	-	-	
IIA 11 To protect and enhance quality of landscape and townscape	-	-	-	-	
IIA 12 To conserve and enhance the historic environment and cultural assets	-	-	-	-	
IIA 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 improvements to existing parks.
IIA 14 To reduce vulnerability to flooding	-	-	-	-	
IIA 15 To provide everyone with the opportunity to live in a decent home	✓	✓	✓	✓	Delivering the health plan would ensure that residents benefit from new affordable housing and improved conditions in existing properties.
IIA 16 To promote sustainable transport and minimise the need to travel by car	✓	-	✓	✓	Delivering the health plan would ensure that walking and cycling are safe, convenient and pleasurable activities.
IIA 17 To provide the necessary infrastructure to support existing and future development	✓✓	-	✓✓	✓✓	The plan would support development with health facilities integrated with other community services in a hub in the town centre, an accessible location for new and existing residents.

IIA Objectives	Best start in life	Timescale			Draft AAP policies
		S	M	L	Commentary on Results
IIA 1 To tackle poverty and encourage wealth creation	✓	-	✓	✓	New early years childcare places would allow parents to choose to work.
IIA 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.
IIA 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.
IIA 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.

IIA 5 To promote social inclusion, equality, diversity and community cohesion	✓	-	✓	✓	Indoor and outdoor facilities in schools shared for community use would support community cohesion.
IIA 6 To reduce contributions to climate change	-	-	-	-	
IIA 7 To improve the air quality	-	-	-	-	
IIA 8 To avoid waste and maximise, reuse or recycle waste arising as a resource	-	-	-	-	
IIA 9 To encourage sustainable use of water resources	-	-	-	-	
IIA 10 To maintain and enhance the quality of land and soils	-	-	-	-	
IIA 11 To protect and enhance quality of landscape and townscape	✓	-	✓	✓	Schools designed to have an architectural presence would contribution to the local built environment.
IIA 12 To conserve and enhance the historic environment and cultural assets	-	-	-	-	
IIA 13 To protect and enhance open spaces, green corridors and biodiversity	✓	✓	✓	✓	The improvement of child and youth play space would enhance existing parks.
IIA 14 To reduce vulnerability to flooding	-	-	-	-	
IIA 15 To provide everyone with the opportunity to live in a decent home	-	-	-	-	
IIA 16 To promote sustainable transport and minimise the need to travel by car	✓	-	✓	✓	Providing good-sized entrances for schools away form junctions would encourage pupils to walk.
IIA 17 To provide the necessary infrastructure to support existing and future development	✓✓	✓	✓✓	✓✓	Development would be supported by childcare places, school places, space for schools to expand in the future, further and higher education places and the improvement of child and youth play spaces.

IIA Objectives	Mandela Way, Crimscott Street and Old Kent Road (North)	Timescale			Draft AAP policies
		S	M	L	Commentary on Results
IIA 1 To tackle poverty and encourage wealth creation	✓✓	-	✓	✓✓	Retaining the quantity of floorspace and increasing the overall number of jobs would increase employment. Innovative mixed use typologies would incorporate diverse businesses, including the emerging office and creative sector around Crimscott Street and Pages Walk, distribution uses serving central London on Mandela Way and offices and studios near to the new tube station at Dunton Road. There would also be new jobs in high street retail on Old Kent Road and around the new tube station and with the potential for a further or higher education institution.
IIA 2 To improve the education and skill of the population	✓✓	-	-	✓✓	A new 3 form entry primary school would provide school places for the growing population and provide a new school choice. The opportunity for further or higher education could bring opportunities to continue in education closer to residents.
IIA 3 To improve the health of the population	✓✓	-	-	✓✓	New play facilities, pedestrian and cycle routes, a more pedestrian friendly environment on Old Kent Road and improved



					crossings of the road would encourage physical activity. Green space at Mandela Green and urban greening would also support improved mental health and wellbeing. Replacement of the Tesco supermarket would maintain access to fresh food for healthy diets. Repairing and extending high street would create more opportunities for social interaction.
IIA 4 To reduce the incidence of crime and the fear of crime	✓	-	✓	✓	The typologies of development planned would provide overlooking of streets and along with active frontages would decrease the opportunities for crime. Safer and more attractive walking routes would decrease the fear of crime.
IIA 5 To promote social inclusion, equality, diversity and community cohesion	✓	?	-	✓	Improving connections, to Bermondsey Spa to the north, to Walworth via East Street and with Tower Bridge Road and New Kent Road after removal of the flyover, would support community cohesion with existing residents of surrounding areas. Repairing and extending high street would create more opportunities for social interaction. In the short term residents may experience disturbance from high levels of construction, mitigated as far as possible through thorough engagement.
IIA 6 To reduce contributions to climate change	-	?	-	✓	In the short term high levels of demolition and construction may contribute to emissions but decreases in car parking and encouragement of sustainable transport would reduce emissions in the long term.
IIA 7 To improve the air quality	✓	?	-	✓	Replacing car based retail with high street format shops would decrease air pollution from shopping trips. Planned and consolidated servicing and distribution access arrangements could also reduce air pollution. In the short term development could bring more pedestrians to the polluted high street.
IIA 8 To avoid waste and maximise, reuse or recycle waste arising as a resource	-	-	-	-	
IIA 9 To encourage sustainable use of water resources	-	-	-	-	
IIA 10 To maintain and enhance the quality of land and soils	-	-	-	-	
IIA 11 To protect and enhance quality of landscape and townscape	✓✓	✓	✓	✓✓	Masterplans for attractive new streets and buildings, replacing the gyratory with a more urban streetscape, repairing gaps in the high street and improving pavements would enhance the townscape. New courtyard spaces on Rich Estate and a generous new urban square at the new tube station would provide new spaces in which to appreciate new and old architecture. Providing guidance to create active frontages would enliven streets. Guiding building height and design would reflect the industrious character of Mandela Way and the Rich Estate, reinforce the high street and transform the area around Dunton Road and Southernwood Retail Park.
IIA 12 To conserve and enhance the historic environment and cultural assets	✓	✓	✓	✓✓	Examples of 19th and early 20th century industrial architecture would be retained, renovated and revealed on Rich Estate Development would enhance the settings of Pages Walk conservation area including the railway buildings, the Peabody tenements and the White House on Old Kent Road. Development would restore the building lines of the historic high street and better link Old Kent Road and Burgess Park. Building heights and design guidance would guide heritage-led regeneration.
IIA 13 To protect and enhance open spaces, green corridors and biodiversity	✓	-	✓	✓✓	Development would create a new park Mandela Green, new greenery on the high street and new street trees on Mandela Way. Burgess Park would become an even better used space with more presence on Old Kent Road and be connected to the new urban space around Humphrey Street.
IIA 14 To reduce vulnerability to flooding	-	-	-	-	
IIA 15 To provide everyone with the opportunity to live in a decent home	✓✓	✓	✓	✓✓	Development would incorporate a substantial number of the new homes planned for the opportunity area, mainly in later phases of the plan period with new council housing sooner on Old Kent Road.
IIA 16 To promote sustainable transport and minimise the need to travel by car	✓✓	-	✓	✓✓	Sustainable travel would be encouraged by a pedestrian route through the Rich Estate; pedestrian and cycle routes across Mandela Way site linking Old Kent Road with Walworth and Bermondsey; replacement of the gyratory with a more pedestrian friendly environment; improved pedestrian crossing on Old Kent Road; long-term removal of the Bricklayers Arms flyover and an improved environment for the Quietway 1 cycling route. On-site servicing and management of heavy goods vehicles would prevent conflict with other transport modes.
IIA 17 To provide the necessary infrastructure to support existing and future development	✓✓	-	✓✓	✓✓	Development would be supported by potentially two new tube stations, a new primary school, green infrastructure, a rationalised gyratory and improved road crossings and the phased reconfiguration of the Mandela Way road network.

IIA Objectives	Cantium Retail Park and Marlborough Grove	Timescale			Draft AAP policies
		S	M	L	Commentary on Results

IIA 1 To tackle poverty and encourage wealth creation	✓✓	✓	✓✓	✓✓	Retaining the quantity of floorspace and increasing the overall number of jobs would increase employment. Innovative mixed use typologies would incorporate diverse businesses, including offices, artists studios and small industry and distribution uses on St James's Road. There would also be new jobs in high street retail and food outlets on Old Kent Road and Livesey Place.
IIA 2 To improve the education and skill of the population	✓✓	-	✓	✓✓	A new primary school would provide school places for the growing population and provide a new school choice. Open space would be enhanced at Phoenix Primary School with the potential for additional play space connecting both sides of the school on Marlborough Grove.
IIA 3 To improve the health of the population	✓✓	-	✓✓	✓✓	New play facilities, pedestrian and cycle routes, a more pedestrian friendly environment on Old Kent Road and improved crossings of the road would encourage physical activity. Green space on the linear park and pocket parks and urban greening would also support improved mental health and wellbeing. Replacement of the ASDA supermarket and new food growing space would maintain access to fresh food for healthy diets. Extending the high street would create more opportunities for social interaction.
IIA 4 To reduce the incidence of crime and the fear of crime	✓	-	✓	✓	The typologies of development planned would provide overlooking of streets and along with active frontages would decrease the opportunities for crime. Safer and more attractive walking routes would decrease the fear of crime.
IIA 5 To promote social inclusion, equality, diversity and community cohesion	✓	?	✓	✓	Improving connections to Burgess Park and Bermondsey via the linear park, would support community cohesion with existing residents of surrounding areas. Repairing and extending the high street would create more opportunities for social interaction. In the short term residents may experience disturbance from high levels of construction, mitigated as far as possible through thorough engagement.
IIA 6 To reduce contributions to climate change	-	?	-	✓	In the short term high levels of demolition and construction may contribute to emissions but decreases in car parking and encouragement of sustainable transport would reduce emissions in the long term.
IIA 7 To improve the air quality	✓	?	✓	✓	Replacing car based retail with high street format shops would decrease air pollution from shopping trips. Planned and consolidated servicing and distribution access arrangements and open spaces off Old Kent Road could also reduce air pollution. In the short term development could bring more pedestrians to the polluted high street.
IIA 8 To avoid waste and maximise, reuse or recycle waste arising as a resource	-	-	-	-	
IIA 9 To encourage sustainable use of water resources	-	-	-	-	
IIA 10 To maintain and enhance the quality of land and soils	-	-	-	-	
IIA 11 To protect and enhance quality of landscape and townscape	✓✓	✓	✓✓	✓✓	Masterplans for attractive new streets and buildings, extending high street frontages on Old Kent Road and varying the character of the Surrey Canal linear park along its length would enhance the townscape. Urban 'rooms' off the Old Kent Road would provide new spaces in which to appreciate new and old architecture. Providing guidance to create active frontages would enliven streets. Guiding building height and design would reflect the industrious character of Latona Road and St James Road, create lighter more flamboyant architecture on Old Kent Road, reinstate the high street and create an innovatively designed super block on the Six Bridges site. .
IIA 12 To conserve and enhance the historic environment and cultural assets	✓	✓	✓	✓	Development would retain elements of the area's industrial heritage such as the bottling factory on Ossory Road, chimney on Bianca Road and on the Travis Perkins site, the building adjacent Space Studios and the forge, stables and former horse hospital retained on St James Road. Development would recreate the historic route of Lovegrove Street. Building heights and design guidance would guide heritage-led regeneration.
IIA 13 To protect and enhance open spaces, green corridors and biodiversity	✓	✓	✓	✓	Development would provide open space at the Surrey Canal linear park with 'basin' spaces of different characters, new pocket parks on the ASDA site, a re-landscaped Marlborough Grove, a new park between Selco and Six Bridges and a new community garden or food growing on the stables site. Development would enhance open space for Phoenix Primary School, provide new trees on Old Kent Road and create a biodiverse sustainable urban drainage system on Rolls Road.
IIA 14 To reduce vulnerability to flooding	-	-	-	-	A sustainable urban drainage system on Rolls Road would reduce surface water flood risk.
IIA 15 To provide everyone with the opportunity to live in a decent home	✓✓	✓✓	✓✓	✓✓	Development would incorporate a substantial number of the new homes planned for the opportunity area with construction starting in the early phases of the plan period.
IIA 16 To promote sustainable transport and minimise the need to travel by car	✓✓	✓	✓	✓✓	Sustainable travel would be encouraged by the Surrey Canal linear park, a new green link from St James Road to Quietway 1, an extension of Frensham Street, a new road crossing and opening up Lovegrove Street. On-site servicing and management of heavy goods vehicles would prevent conflict with other transport modes.
IIA 17 To provide the necessary infrastructure to support existing and future	✓✓	✓	✓✓	✓✓	Development would be supported by a new primary school, green infrastructure, pedestrian and cycle links and improved road crossings.

development

IIA Objectives	Sandgate Street and Verney Road	Timescale			Draft AAP policies
		S	M	L	Commentary on Results
IIA 1 To tackle poverty and encourage wealth creation	✓✓	✓	✓✓	✓✓	Retaining the quantity of floorspace and increasing the overall number of jobs would increase employment. Innovative mixed use typologies would incorporate diverse businesses, including industry, warehouses and offices. There would also be new jobs in high street retail on Old Kent Road.
IIA 2 To improve the education and skill of the population	✓✓	-	✓	✓✓	A new secondary school would provide school places for the growing population and provide a new school choice. Locating the school on the linear park would provide a meeting place for pupils and a green route to Burgess Park. Expanding Camelot Primary School would provide more primary school places.
IIA 3 To improve the health of the population	✓✓	-	✓	✓✓	New play facilities, pedestrian and cycle routes, a more pedestrian friendly environment on Old Kent Road and an indoor sports hall would encourage physical activity. Green space on the linear park, gasholder park, ruby park and pocket parks and urban greening would also support improved mental health and wellbeing. Extending the high street would create more opportunities for social interaction. A new community health hub would improve the delivery of primary and community healthcare services and support health improvement and healthy lifestyles.
IIA 4 To reduce the incidence of crime and the fear of crime	✓	-	✓	✓	The typologies of development planned would provide overlooking of streets and along with active frontages would decrease the opportunities for crime. Safer and more attractive walking routes would decrease the fear of crime.
IIA 5 To promote social inclusion, equality, diversity and community cohesion	✓	?	✓	✓	Improving connections to neighbourhoods in Bermondsey would support community cohesion with existing residents of surrounding areas. Repairing and extending high street would create more opportunities for social interaction. In the short term residents may experience disturbance from high levels of construction, mitigated as far as possible through thorough engagement.
IIA 6 To reduce contributions to climate change	-	?	-	✓	In the short term high levels of demolition and construction may contribute to emissions but decreases in car parking and encouragement of sustainable transport would reduce emissions in the long term.
IIA 7 To improve the air quality	✓	?	✓	✓	Replacing car based retail with high street format shops would decrease air pollution from shopping trips. Planned and consolidated servicing and distribution access arrangements could also reduce air pollution. In the short term development could bring more pedestrians to the polluted high street.
IIA 8 To avoid waste and maximise, reuse or recycle waste arising as a resource	-	-	-	-	
IIA 9 To encourage sustainable use of water resources	-	-	-	-	
IIA 10 To maintain and enhance the quality of land and soils	-	-	-	-	
IIA 11 To protect and enhance quality of landscape and townscape	✓✓	✓	✓✓	✓✓	Masterplans for attractive new streets and buildings, extending high street frontages on Old Kent Road and varying the character of the Surrey Canal linear park along its length would enhance the townscape. Pocket parks would provide new spaces in which to appreciate new and old architecture. Providing guidance to create active frontages would enliven streets. Guiding building height and design would enhance the industrious character around Verney Road and the gasworks, reinstate the high street and introduce more flamboyant architecture around the Old Kent Road.
IIA 12 To conserve and enhance the historic environment and cultural assets	✓	✓	✓	✓	Development would preserve Canal Grove cottages, their surrounding trees and cobbled road and the gasometer and enhancing their settings with new open landscaped open space. Development would also protect and improve views of gasholder and provide a new and secure location for the statue of George Livesey. Restoring the high street would improve the setting of the Royal London Buildings, Livesey Building and Christ Church Peckham. Building heights and design guidance would guide heritage-led regeneration.
IIA 13 To protect and enhance open spaces, green corridors and biodiversity	✓	✓	✓	✓	Open spaced would be created at the Gasholder park, Surrey Canal linear park, Ruby Triangle park and pocket parks. Street trees would be planted on Old Kent Road and urban greening added to Verney Road and Sandgate Street.
IIA 14 To reduce vulnerability to flooding	-	-	-	-	

IIA 15 To provide everyone with the opportunity to live in a decent home	✓✓	✓	✓✓	✓✓	Development would incorporate a substantial number of the new homes planned for the opportunity area delivered incrementally throughout the plan period.
IIA 16 To promote sustainable transport and minimise the need to travel by car	✓✓	✓	✓	✓✓	Sustainable travel would be encouraged by wider pavements on Sandgate Street; closing the south end of Ruby Street and Murdock Street and transforming these streets into public spaces; creating a walking and cycling route parallel to Old Kent Road between Devon Street and St James's Road and another link between Verney Road and Old Kent Road and enhancing the eastern section of Verney Road to create a green link between the linear park and Ilderton Road.
IIA 17 To provide the necessary infrastructure to support existing and future development	✓✓	✓	✓✓	✓✓	Development would be supported by a new secondary school, an indoor sports hall, green infrastructure and pedestrian and cycle links.

IIA Objectives	Hatcham, Ilderton and Old Kent Road (South)	Timescale			Draft AAP policies
		S	M	L	Commentary on Results
IIA 1 To tackle poverty and encourage wealth creation	✓✓	✓	✓✓	✓✓	Retaining the quantity of floorspace and increasing the overall number of jobs would increase employment. Innovative mixed use typologies would incorporate diverse businesses, including small scale manufacturing, makers and artists studios, offices and managed workspace and depot and industrial uses east of Ilderton Road. There would also be new jobs in high street retail on Old Kent Road. Industry would intensify on retained strategic industrial land west of Ormside Street and the Penarth Centre.
IIA 2 To improve the education and skill of the population	✓✓	-	✓	✓✓	A new primary school would provide school places for the growing population and provide a new school choice. Expanding Pilgrims Way and Ilderton primary schools would provide more primary school places.
IIA 3 To improve the health of the population	✓✓	-	✓	✓✓	New play facilities, enhanced sports courts at Brimington Park, pedestrian and cycle routes, a more pedestrian friendly environment on Old Kent Road and improved crossings of the road would encourage physical activity. Green space at Hatcham Road and urban greening would also support improved mental health and wellbeing. Replacement of the Aldi supermarket would maintain access to fresh food for healthy diets. Extending the high street would create more opportunities for social interaction.
IIA 4 To reduce the incidence of crime and the fear of crime	✓	-	✓	✓	The typologies of development planned would provide overlooking of streets and along with active frontages would decrease the opportunities for crime. Safer and more attractive walking routes would decrease the fear of crime.
IIA 5 To promote social inclusion, equality, diversity and community cohesion	✓	?	✓	✓	Improving connections to Bermondsey, Peckham and Deptford would support community cohesion with existing residents of surrounding areas. Repairing and extending high street would create more opportunities for social interaction. In the short term residents may experience disturbance from high levels of construction, mitigated as far as possible through thorough engagement..
IIA 6 To reduce contributions to climate change	-	?	-	✓	In the short term high levels of demolition and construction may contribute to emissions but decreases in car parking and encouragement of sustainable transport would reduce emissions in the long term
IIA 7 To improve the air quality	✓	?	✓	✓	Replacing car based retail with high street format shops would decrease air pollution from shopping trips. Planned and consolidated servicing and distribution access arrangements could also reduce air pollution. In the short term development could bring more pedestrians to the polluted high street.
IIA 8 To avoid waste and maximise, reuse or recycle waste arising as a resource	-	-	-	-	
IIA 9 To encourage sustainable use of water resources	-	-	-	-	
IIA 10 To maintain and enhance the quality of land and soils	-	-	-	-	
IIA 11 To protect and enhance quality of landscape and townscape	✓✓	✓	✓✓	✓✓	Masterplans for attractive new streets and buildings, new active frontages on Ilderton Road and more attractive railway bridges and arches would enhance the townscape. A new station square and a new public square on Devon Street would provide new spaces in which to appreciate new and old architecture. Providing guidance to create active frontages would enliven streets. Guiding building height and design would reflect the robust function and character of Hatcham and Ilderton road, introduce more flamboyant architecture on Old Kent Road and combine old and new character on Devon Street and Sylvan Grove.

IIA 12 To conserve and enhance the historic environment and cultural assets	✓	✓	✓	✓	Development would open up and retain views towards Caroline Gardens from Devonshire Grove and of the listed gasholder from Asylum Road. Development would enhance the setting of the Penarth Centre and the Georgian buildings on Ilderton road and retain and enhance the streetscape of Manor Grove. Building heights and design guidance would guide heritage-led regeneration.
IIA 13 To protect and enhance open spaces, green corridors and biodiversity	✓	✓	✓	✓	Development would provide a new park between Ormside Street and Ilderton Road and pocket parks. A new green link would be created from Brimington Park to Asylum Road and the park would have greater presence on the Old Kent Road. Green links to Bridgehouse Meadows would be improved. Urban greening would be added to Hatcham Road and new street trees planted on Old Kent Road.
IIA 14 To reduce vulnerability to flooding	-	-	-	-	
IIA 15 To provide everyone with the opportunity to live in a decent home	✓✓	✓	✓✓	✓✓	Development would incorporate a substantial number of the new homes planned for the opportunity area delivered incrementally throughout the plan period.
IIA 16 To promote sustainable transport and minimise the need to travel by car	✓✓	✓	✓	✓✓	Sustainable travel would be encouraged by a new east-west walking and cycling link from Ilderton Road to Ormside Street; future walking and cycling links via the waste management facility; a new link to Brimington Park; an east-west pedestrian link from Devon Street to the Tustin Estate; reconfigured access to the waste management facility; wider pavements on the Hatcham Road estate and improved crossings on Ilderton Road. On-site servicing and management of heavy goods vehicles would prevent conflict with other transport modes.
IIA 17 To provide the necessary infrastructure to support existing and future development	✓✓	✓	✓✓	✓✓	Development would be supported by a new tube station, green infrastructure and pedestrian and cycle links.

IIA Objectives	South Bermondsey	Timescale			Draft AAP policies
		S	M	L	Commentary on Results
IIA 1 To tackle poverty and encourage wealth creation	✓✓	✓	✓✓	✓✓	Development would provide more jobs through the intensification of a range of industrial and light industrial uses with additional industrial and warehousing space on strategic industrial land. The economy of central London would be supported with suitably configured employment space. There are opportunities to intensify industry in the short term due to the completion of railway works.
IIA 2 To improve the education and skill of the population	-	-	-	-	
IIA 3 To improve the health of the population	-	-	-	-	
IIA 4 To reduce the incidence of crime and the fear of crime	-	-	-	-	
IIA 5 To promote social inclusion, equality, diversity and community cohesion	-	-	-	-	
IIA 6 To reduce contributions to climate change	-	-	-	-	
IIA 7 To improve the air quality	-	-	-	-	
IIA 8 To avoid waste and maximise, reuse or recycle waste arising as a resource	-	-	-	-	
IIA 9 To encourage sustainable use of water resources	-	-	-	-	
IIA 10 To maintain and enhance the quality of land and soils	✓	✓	✓	✓	Intensification of industry and increased use of railway arches for business space would make more efficient use of land.
IIA 11 To protect and enhance quality of landscape and townscape	✓	-	✓	✓	Providing guidance to create active frontages would enliven streets.

IIA 12 To conserve and enhance the historic environment and cultural assets	-	-	-	-	
IIA 13 To protect and enhance open spaces, green corridors and biodiversity	✓	✓	✓	✓	Development would contribute to greener and safer links to Southwark Park, a green link via Galleywall Road to the Blue town centre and urban greening outside the shops on Ilderton Road.
IIA 14 To reduce vulnerability to flooding	✓	-	✓	✓	The potential for sustainable urban drainage systems on Ilderton Road would reduce the risk of surface water flooding.
IIA 15 To provide everyone with the opportunity to live in a decent home	✓	-	✓	✓	Development in the area would provide a limited number of new homes.
IIA 16 To promote sustainable transport and minimise the need to travel by car	✓	-	✓	✓	Sustainable transport would be encouraged by ensuring the road network and public realm can support industrial traffic while creating attractive routes for pedestrians and cyclists particularly around Rotherhithe New Road and Ilderton Road. Pedestrian and cycle links along Bolina Road to New Bermondsey would be enhanced. On-site servicing and management of heavy goods vehicles would prevent conflict with other transport modes. New servicing routes would be limited.
IIA 17 To provide the necessary infrastructure to support existing and future development	✓	-	✓	✓	Development would be supported by green infrastructure and necessary improvements to the transport network.



## 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
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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 5<sup>th</sup> 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 and relationships, as would the increased provision of 'high street' shops as places for social

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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**:

- Potential for unaffordable commercial rents for small local businesses in the longer-term. Could use planning polices to safeguard cheaper business space

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- 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><b>+ve:</b></p> <p>Long term there should be opportunities for:</p> <ul style="list-style-type: none"><li>• New facilities. Potential facilities which might be needed include play space and childcare facilities.</li><li>• Opportunities to build in accessibility e.g. for buggies.</li><li>• Development of quality housing with sufficient bedroom space to avoid overcrowding.</li></ul> <p><b>-ve:</b></p> <p>Possible negative impacts in the short term:</p> <ul style="list-style-type: none"><li>• Pressure on existing facilities until the new infrastructure is in place, as this potentially won't happen immediately.</li><li>• Potential impact on formative years of those born during the change i.e. in the case that the infrastructure isn't there.</li><li>• More pressure on public transport until Bakerloo line extended. Will be especially difficult if you have young children.</li><li>• Suggested action: Identify needs in the AAP and focus on collaborative approach to ensure that infrastructures can be provided at the right time.</li></ul>

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<b>Adolescence</b>	<p>Scope to work with TfL to run extra bus services in the interim.</p> <p><b>+ve:</b></p> <ul style="list-style-type: none"><li>• Potential long-term benefits from development of 1-2 new secondary schools and access to more sophisticated facilities.</li><li>• 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</li><li>• 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</li></ul> <p><b>-ve:</b></p> <ul style="list-style-type: none"><li>• If there are not enough facilities for young people to meet as their numbers increases with population increases</li><li>• No negative impacts were identified.</li></ul>
<b>Later life</b>	<p><b>+ve:</b></p> <ul style="list-style-type: none"><li>• 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.</li><li>• <a href="#">Could link to "Age-Friendly borough" work led the Communities team</a></li></ul> <p><b>-ve:</b></p> <ul style="list-style-type: none"><li>• 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?</li></ul>
<b>Gender</b>	<p>Gender implications are unclear, although:</p> <ul style="list-style-type: none"><li>• 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.</li><li>• 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.</li><li>• 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.</li></ul> <p><b>-ve:</b></p> <ul style="list-style-type: none"><li>• In the short term, potential that stay at home parents could suffer from construction noise and this may affect more women than men.</li></ul>
<b>Race and ethnicity</b>	<p>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</p>

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	<p>area to rent premises in</p> <p><b>+ve:</b></p> <p>Short term:</p> <ul style="list-style-type: none"><li>• Redevelopment provides opportunity to boost business, given the additional housing.</li></ul> <p>Long term:</p> <ul style="list-style-type: none"><li>• Expectation that property prices in the area would rise, so those faith groups who own their own premises would be in an advantageous position.</li></ul> <p><b>-ve:</b></p> <p>Long term:</p> <ul style="list-style-type: none"><li>• 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.</li><li>• 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.</li><li>• Suggested action: Ensure that new public buildings such as schools, as far as possible can be used by the wider community outside core hours.</li><li>• Maintain clear channels of communication to ensure that groups are aware of and engaged in the wider process.</li></ul>
<b>Socio-economic position (SEP)</b>	<p><b>People main fear is that new housing will increase inequality rather than decrease it. Affordable housing</b></p> <p><b>+ve:</b></p> <p><b>-ve:</b></p> <ul style="list-style-type: none"><li>• 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.</li></ul>
<b>Physical health</b>	<p><b>+ve:</b></p> <ul style="list-style-type: none"><li>•</li></ul> <p><b>-ve:</b></p> <ul style="list-style-type: none"><li>•</li></ul>
<b>Disability</b>	<p><b>+ve:</b></p> <p>Long term:</p> <ul style="list-style-type: none"><li>• Benefits will include improved transport links and accessibility.</li></ul> <p><b>-ve:</b></p> <p>Short term</p> <ul style="list-style-type: none"><li>• Potentially negative impacts in the form of disruption to travel routes e.g. temporary closure of footpaths while development takes place.</li><li>• Sight impaired people will have to find new routes they're not familiar with.</li></ul>



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<b>Sexuality and transgender</b>	No identified impacts. <b>+ve:</b> • <b>-ve:</b> •
<b>Other population groups</b>	<b>Travellers</b> – 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.
<b>Others in settings</b>	

### 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?
<b>Access to quality Housing</b> e.g. security, tenure, neighbourhood, social housing, shared ownership, affordable and appropriate	<p><b>Potential for another 20,000 homes</b></p> <p><b>+ve:</b></p> <ul style="list-style-type: none"> <li>Overall, regeneration should increase access to good quality affordable and social housing.</li> </ul> <p><b>-ve:</b></p> <ul style="list-style-type: none"> <li>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.</li> </ul> <p><b>Comment:</b> 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.</p>
<b>*Physical Environment</b> e.g. access to green space, trees, natural woodland, open space, safe play space, quality of built environment	<p><b>+ve:</b></p> <ul style="list-style-type: none"> <li>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.</li> <li>Regeneration will include creation of communal garden space with different facilities for e.g. children's play and food</li> </ul>

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**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

**Leisure opportunities** e.g. participate in arts, creativity, sport, culture

growing.

**-ve:**

- 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.

**+ve:**

- Longer term there's the potential for community gardens to be developed, which would encourage people to grow their own food.

**-ve:**

- 

**+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

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<p><b>Tackling inequalities</b> e.g. addressing relative deprivation and poverty</p>	<p>developed.</p> <p><b>+ve:</b></p> <ul style="list-style-type: none"><li>• Opportunity to maximise amount of affordable housing provided.</li><li>• 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.</li></ul> <p><b>-ve:</b></p> <ul style="list-style-type: none"><li>• Danger that local people will be priced out of affordable/social housing, thus increasing inequalities. Mitigation will be required to address this.</li></ul>
<p><b>*Transport access and options</b> e.g. providing choice, affordability and accessibility</p>	<p><b>+ve:</b></p> <p>Long term:</p> <ul style="list-style-type: none"><li>• The area is very difficult to move around and this is an opportunity to make a significant difference to this.</li><li>• 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.</li></ul> <p><b>-ve:</b></p> <p>Short term:</p> <ul style="list-style-type: none"><li>• Additional pressure on transport links. Particularly buses which are already crowded.</li></ul> <p>Action:</p> <ul style="list-style-type: none"><li>• This could be mitigated with help from TfL by e.g. increasing frequency of buses.</li></ul>
<p><b>Local democracy</b> e.g. devolved power, voting, community panels</p>	<p><b>+ve:</b></p> <ul style="list-style-type: none"><li>• Community councils already exist (Old Kent Road community forum was mentioned), so important to ensure these continue to be supported.</li><li>• Community Infrastructure Levy will raise additional funds (25%) which can be used to support community projects.</li><li>• Opportunity to engage people in the consultation and decision making processes resulting from the regeneration.</li></ul>

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<p><b><u>Ease of access to high quality public services</u></b> e.g. housing support, health and social care</p> <p><b><u>*Access to Education</u></b> e.g. schooling, training, adult literacy, hobbies</p> <p><b><u>Challenging discrimination</u></b> e.g. racism, sexism, ageism, homophobia and discrimination related to disability, mental illness or faith</p> <p><b>Other?</b></p>	<ul style="list-style-type: none"><li>• Opportunity to increase transparency e.g. around affordable housing.</li></ul> <p><b>-ve:</b></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><b>+ve:</b></p> <ul style="list-style-type: none"><li>• Increasing number of GPs, which are attracting people to the area.</li></ul> <p><b>-ve:</b></p> <ul style="list-style-type: none"><li>• Potential Increased pressure on existing services in the short term</li></ul> <p><b>+ve:</b></p> <ul style="list-style-type: none"><li>• Potential increase in school places through addition of up to 8 primary schools and 2 secondary schools.</li><li>• Potential increase training available to local people to train them into job that will be created by the development</li></ul> <p>People have had different experiences of the success of tenure blind housing, so this would need to be investigated further.</p> <p><b>+ve:</b></p> <ul style="list-style-type: none"><li>• The consultation process itself serves as an opportunity for local people to meet each other, potentially improving social cohesion.</li></ul>
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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 home when severely disabled or frail elderly. The screening asks to assess the potential

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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? Positive, negative or is it an indirect impact?	Comments or recommendations
<b>Individual level</b>		
<p><b>*A sense of control</b> e.g. setting and pursuit of goals and ability to shape our circumstances</p>	<p>Peoples sense of control will be affected differently depending on who they are and how they are affected</p> <p><b>+ve:</b></p> <ul style="list-style-type: none"> <li>• 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> <li>• There’s been extensive consultation, so residents have had the opportunity to be involved in the decision making processes around the redevelopment.</li> </ul> <p><b>-ve:</b></p> <ul style="list-style-type: none"> <li>• 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> <li>• Where particular residential areas are affected, if people are required to move this may affect their sense of control negatively</li> </ul>	<p>Option of using planning policies to safeguard cheap space, which would help minimise the negative impact on businesses.</p>
<p><b>*Belief in own capabilities and self determination</b> e.g. sense of purpose and meaning</p>	<p><b>+ve:</b></p> <ul style="list-style-type: none"> <li>• 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</li> </ul>	

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	<p>capacity building and self-efficacy.</p> <ul style="list-style-type: none"> <li>Schools are interested in building awareness of the regeneration process into their curriculum</li> </ul> <p><b>-ve:</b></p>
<p><b><u>Knowledge skills and resources to make healthy choices</u></b> e.g. understanding what makes us healthy and being able to make choices</p>	<p><b>+ve:</b></p> <ul style="list-style-type: none"> <li>Potential to improve people's opportunities to make healthy choices e.g. by connecting spaces and making it easier to walk/cycle.</li> </ul> <p><b>-ve:</b></p>
<p><b><u>Maintaining independence</u></b> e.g. support to live at home, care for self and family</p>	<p><b>+ve:</b></p> <ul style="list-style-type: none"> <li>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.</li> <li>Would ask developers to provide quota of housing for people with disabilities.</li> </ul> <p><b>-ve:</b></p> <p>Age UK are very active in the area so potential opportunity to collaborate.</p>
<p><b>Community/organisation level</b></p>	
<p><b><u>Self-help provision</u></b> e.g. information advocacy, groups, advice, support</p>	<p><b>+ve</b></p> <ul style="list-style-type: none"> <li>Might create interest and need for advocacy</li> </ul> <p><b>-ve:</b></p> <ul style="list-style-type: none"> <li>If there are not resources available to support increased advocacy/advice requirements</li> </ul>
<p><b><u>*Opportunities to influence decisions</u></b> e.g. at home, at work or in the community</p>	<p><b>+ve</b></p> <ul style="list-style-type: none"> <li>The consultation process itself has provided an opportunity for local people to be involved in the decision making process around the redevelopment.</li> <li>As work continues there will be opportunity for more targeted</li> </ul>

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	discussions e.g. older people	
	-ve:	
	<ul style="list-style-type: none"> <li>• Need to be careful that consultations aren't being duplicated – risk of 'consultation overload' and people feeling like they're not being listened to.</li> </ul>	
<b>*Opportunities for expressing views and being heard</b> e.g. tenants groups, public meetings	+ve	
	<ul style="list-style-type: none"> <li>• Again, the consultation itself provides an opportunity for this.</li> </ul>	
	-ve:	
<b>*Workplace job control e.g. participation in decision making</b> , work-life balance	+ve	
	-ve:	
	<ul style="list-style-type: none"> <li>• Potential the redevelopment might make getting to work harder in the short term due to additional pressure on transport/construction work</li> <li>• Long term risk SMEs will be displaced as prices go up.</li> </ul>	
<b>Collective organisation and action</b> e.g. social enterprise, community-led action, local involvement, trades unions	+ve	
	<ul style="list-style-type: none"> <li>• Regeneration should create opportunities for social enterprise.</li> <li>• Potential for local people to come together around the plan – offers motivation and a focus</li> </ul>	
	-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.
<b>Other?</b>	+ve	
	-ve:	

**Table 4**

Increasing resilience and community assets	Likely impact? Positive, negative or is it an indirect impact?	Comments or recommendations
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<b>Individual level</b>	
<p><b>*Emotional well-being</b> e.g. self esteem, self worth, <b>confidence</b>, hopefulness, <b>optimism</b>, life satisfaction, <b>enjoyment and having fun</b></p>	<p><b>+ve</b></p> <ul style="list-style-type: none"> <li>• 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.</li> </ul> <p><b>-ve:</b></p> <ul style="list-style-type: none"> <li>• 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</li> </ul>
<p><b>*Ability to understand, think clearly and function socially</b> e.g. problem solving, decision making, relationships with others, communication skills</p>	<p><b>None identified</b></p>
<p><b>Have beliefs and values</b> e.g. spirituality, religious beliefs, cultural identity</p>	<p><b>+ve:</b></p> <ul style="list-style-type: none"> <li>• This could have a positive impact if it fosters better social mixing</li> </ul> <p><b>-ve:</b></p> <ul style="list-style-type: none"> <li>• People identify with the Old Kent Road area at the moment and its redesign and change could impact this.</li> <li>• 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?</li> </ul>
<p><b>*Learning and development</b> e.g. formal and informal education and hobbies</p>	<p><b>+ve</b></p> <ul style="list-style-type: none"> <li>• Development of primary and secondary schools</li> <li>• Training provided by developers/new employers</li> </ul> <p><b>-ve:</b></p>
<p><b>Healthy lifestyle</b> e.g. taking</p>	<p><b>+ve</b></p>



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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 t the Evidence around this is mixed.

**\*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?

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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 benefit local people, buying locally, using Time Banks

**Arts and creativity** e.g. expression, fun, laughter and play

Other?

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.

**+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.

**+ve**

- Gradually changing use of the business park for creative spaces. This has the potential to increase.

**+ve**

**-ve:**

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Table 5

Facilitating participation and promoting inclusion	Likely impact? Positive, negative or is it an indirect impact?	Comments or recommendations
<b>Individual level</b>		
<p><b>*Having a valued role</b> e.g. volunteer, governor, carer</p>	<p><b>+ve</b></p> <ul style="list-style-type: none"> <li>The regeneration process itself has generated opportunities for local involvement in decision making via the consultation.</li> <li>Additional schools will require governors.</li> <li>Housing developments will lead to increased opportunities for people to take up roles on e.g. Tenants and Residents Associations.</li> </ul> <p><b>-ve:</b></p> <ul style="list-style-type: none"> <li>If people don't feel like their views are being taken into account this could make them feel less valued.</li> </ul>	
<p><b>Sense of belonging</b> e.g. connectedness to community, neighbourhood, family group, work team</p>	<p><b>+ve</b></p> <ul style="list-style-type: none"> <li>Potential to broaden sense of belonging as the North/South divide will be removed.</li> <li>The change will happen over a long period of time which should minimise the impact.</li> </ul> <p><b>-ve:</b></p> <ul style="list-style-type: none"> <li>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?</li> </ul>	<p>People have very different perceptions of whether they feel they belong to the area</p>
<p><b>*Feeling involved</b> e.g. in the family, community, at work</p>	<p><b>+ve</b></p> <ul style="list-style-type: none"> <li>Consultation should help ensure local people feel involved in the process and wider community.</li> </ul>	
<b>Community /Organisation</b>		

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level		
<p><b><u>Activities that bring people together</u></b> e.g. connecting with others through groups, clubs, events, shared interests</p>	<p><b>+ve</b></p> <ul style="list-style-type: none"> <li>• Consultation itself provides opportunity to bring people together.</li> </ul>	<p>Difficult to say whether there will be more activity going on as a result of the redevelopment.</p>
<p><b><u>Practical support</u></b> e.g. childcare, employment, on discharge from services</p>	<p><b>+ve</b></p> <ul style="list-style-type: none"> <li>• Yes - developers will have to offer training opportunities to prospective employees.</li> </ul>	
<p><b><u>Ways to get involved</u></b> e.g. volunteering, Time Banks, advocacy</p>	<p><b>+ve</b></p> <ul style="list-style-type: none"> <li>• Southwark Council already has a Volunteering Strategy. Opportunity to support and promote this during the regeneration.</li> </ul>	
<p><b><u>Accessible and acceptable services or goods</u></b> e.g. easily understood, affordable, user friendly, non-stigmatising, non-humiliating</p>	<p><b>+ve:</b></p> <ul style="list-style-type: none"> <li>• Mixed tenure potentially offers access to non-stigmatising housing</li> </ul> <p><b>-ve:</b></p>	
<p><b><u>Cost of participating e.g.</u></b> affordable, accessible</p>	<p><b>-ve:</b></p> <ul style="list-style-type: none"> <li>• 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.</li> <li>• Longer-term business may find that new business space is less affordable, also true for faith groups and other community groups</li> </ul>	
<p><b><u>*Conflict resolution</u></b> e.g. mediation, restorative justice</p>	<p><b>+ve:</b></p> <ul style="list-style-type: none"> <li>• The Action Plan making process serves as mediating function. Has to be considered by an inspector who is independent of the council.</li> </ul> <p><b>-ve:</b></p>	

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**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 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.

**-ve:**

- Potential threats in the form of affordable housing and work space which might create conflict. The planning team have already been considering this.

- Is there anything else that will bring people together?

## 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 well-being 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
<b>Yes</b>	Does your proposal affect in a negative way any of your population groups in Table 1?	
<b>Yes</b>	Does your proposal affect in a negative way any of the wider determinants and protective factors in Tables 2- 5	
<b>Yes</b>	For some of the wider determinants and protective factors of mental well-being, are some of the impacts of your proposal unknown?	
<b>Yes</b>	Are the impacts likely to be over a long period of time (one year or more)	
<b>Yes</b>	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.**