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

INTEGRATED IMPACT ASSESSMENT

No.	Title
Appendix A	Draft Old Kent Road AAP
Appendix B	Proposed changes to the adopted policies map (available on the website)
Appendix C	Integrated impact assessment (available on the website)
Appendix D	Consultation plan (available on the website)
Appendix E	Habitats Regulations assessment (available on the website)

May 2016

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

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:

Planning Policy
Chief Executive's Department
FREEPOST SE1919/14
London, SE1P 5LX

Tel: 020 7525 5471
Email: planningpolicy@southwark.gov.uk

Consultation on this document begins in June 2016
All comments must be received by September 2016

Contents

Appendices

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

1.1.   What is this document?

1.1.1   This document reports on the Integrated Impact Assessment of the draft Old Kent Road Area Action Plan. The law requires local authorities to undertake a Sustainability Appraisal when preparing new plans. The role of a sustainability appraisal is to promote sustainable development promoting the roles of social, economic and environmental dimensions to planning. Local authorities are also required to undertake a Strategic Environmental Assessment (SEA) to meet European legislation to protect the environment. The council is also required to consider the impact of new plans on equalities and health of residents in the borough. This involves considering groups with protected characteristics as defined by the Equalities Act and also considering the health of the population. This document incorporates the sustainability appraisal, SEA and equalities and health impacts in one document called the Integrated Impact Assessment.

1.1.2   The first stage of the IIA was the Scoping Report and consultation was open between February and March 2016. This document identified the existing baseline information for the Old Kent Road opportunity area, such as population, health and economic information and identified 17 sustainability objectives which can be used to assess the impact of future change. The preparation of the plan has included the exploration of issues and options for the Old Kent Road area, including a number of evidence base studies to inform the plan along with consultation with local stakeholders through a new Old Kent Road community forum. This document reports on the options that were considered and assesses the draft AAP policies against the sustainability objectives. The IIA is an ongoing process and will be reviewed and monitored as the AAP progresses.

1.1.3   The Old Kent Road AAP is part of Southwark's local planning policy. Further explanation of the local planning documents is set out below.

- **Core Strategy (2011)** – this sets out the spatial vision for the borough and including a set of key strategic policies from which all other documents flow. Southwark's Core Strategy also identifies particular locations in the borough and outline what types of development would be appropriate there in the future.
- **New Southwark Plan (draft)** – this will replace the Core Strategy and the saved policies of the 2007 Southwark Plan. It is currently in Preferred Options stage and is likely to be adopted in 2017/18.
- **Area Action Plans (AAPs)** – these provide spatial strategies for key areas of the borough. AAPs have been adopted for Aylesbury, Canada Water and Peckham and Nunhead.
- **Supplementary Planning Documents (SPDs)** – provide additional detail around particular priority policies such as affordable housing and sustainable design and construction.
- **Local Development Scheme** – this is a timetable for the preparation of local plans setting out what documents will be produced and when the key stages will take place.
- **Statement of Community Involvement (SCI) (2008)** – this sets out how interested people and organisations can be involved in preparation of local plans and in future planning decisions.

1.2.   Why do we need an Area Action Plan for the Old Kent Road?

1.2.1   The Old Kent Road is identified as an opportunity area which can deliver the homes, jobs and community infrastructure that meets local needs. The purpose of the AAP is to provide a planning framework to coordinate growth, directing development to those areas in which is appropriate and desirable, protecting areas which are sensitive and ensuring that growth is supported by appropriate physical as well as social and community infrastructure.

1.2.2   The AAP brings together the aspirations of the council and its partners including community groups, local businesses, land owners and developers to achieve long lasting benefits in the area. In bringing together the plans of various organisations and sectors working in the Old Kent Road area so that we can ensure that we address issues in a collaborative way.

1.2.3   The AAP provides guidance on:

- The transition of industrial land and retail parks to mixed use neighbourhoods
- The amount and type of new homes that may be built and their location
- The type and location of new business clusters and the creation of new jobs
- The creation of a revitalised high street and better pedestrian linkages
- The size and design of new buildings, including opportunities for tall buildings
- The improvements to the Old Kent Road transport corridor including an extension to the Bakerloo Line with two new underground stations, buses, walking and cycling which will be required to accommodate growth and development
- Public realm improvements
- The creation of new open spaces and improvements to the connections between them
- The character of areas and heritage assets
- Opportunities to provide a new energy distribution network and cut CO_2 emissions

1.3.   What are the boundaries of the area action plan?

1.3.1. Figure 1.1 shows the boundary of the Old Kent Road opportunity area which extends from the Bricklayers Arms roundabout and flyover to the north to the Peckham to Bermondsey railway line to the south. The road itself has a long history established as a roman road and medieval route to Canterbury. It is now the A2 and main road link to Kent bringing traffic into and out of central London. The area includes some well-established housing estates, Victorian terraces and mansion houses and pockets of high street shops. Approximately 4% of the area is designated as conservation areas. Much of the opportunity area is characterised by large retail parks and industrial estates such as Mandela Way to the north, Southernwood Retail Park in the centre and the former gasworks and Southwark Integrated Waste Facility to the south. The opportunity area also includes the east entrance to Burgess Park, one of the largest areas of green space in the centre of the borough.

1.3.2. The AAP identifies three character areas in the opportunity area; the north, central and south which each have individual characteristics and opportunities for accommodating future growth. These are also shown on Figure 1.1.
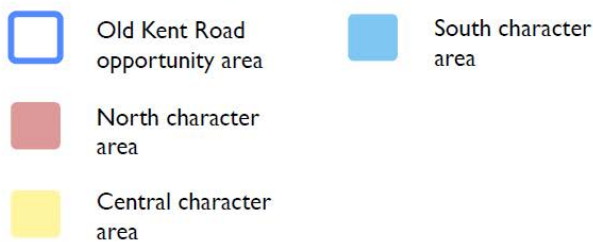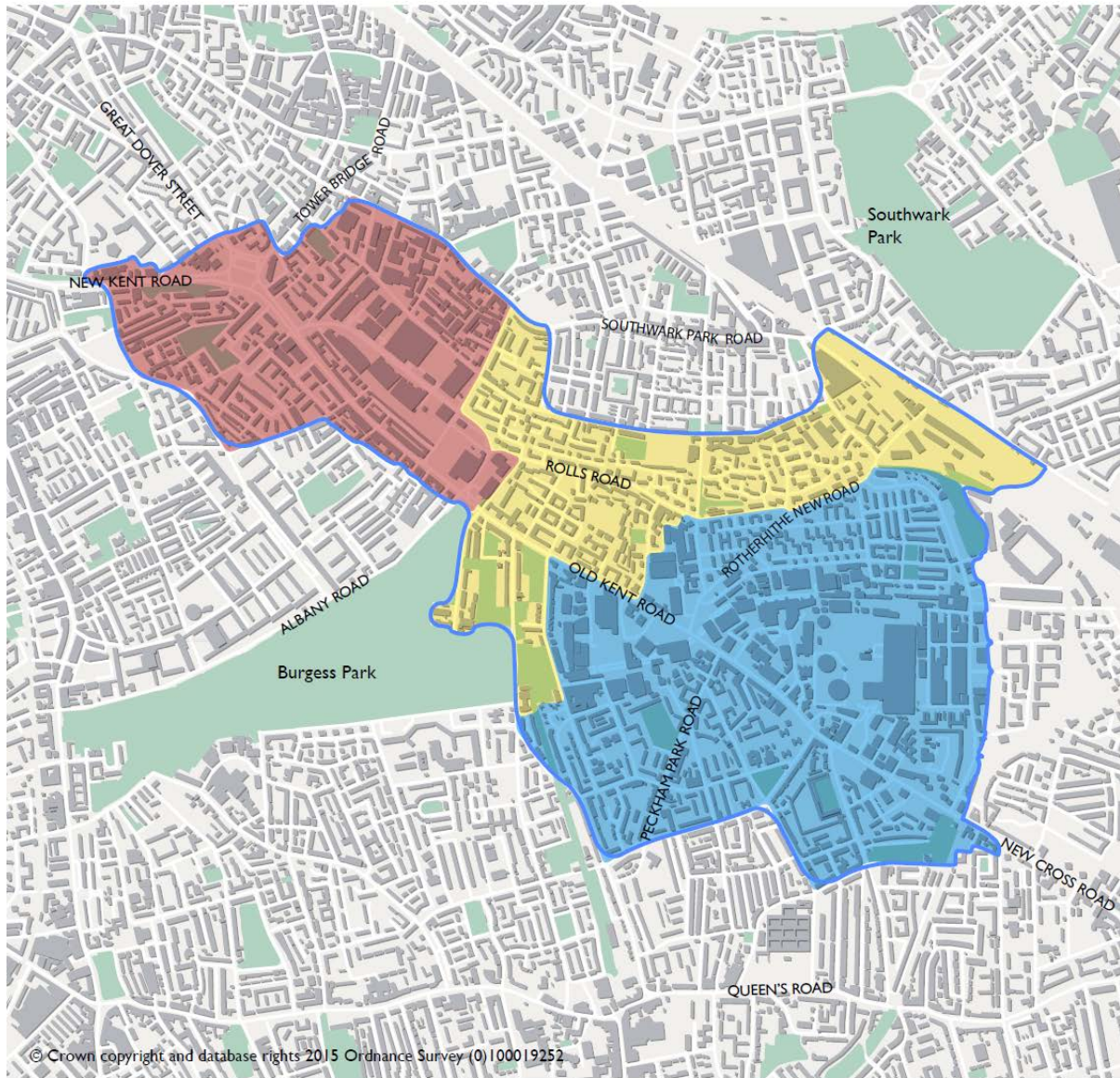
Figure 1.1

1.4. What does this document do?

1.4.1. The Integrated Impact Assessment identifies the impacts of the Area Action Plan 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 assess the likely impacts of the policies of the AAP and to enable monitoring of progress in the future.

1.4.2. The population of the Old Kent Road is projected to grow by 15% from 2015 to 2036. Black/ African/ Caribbean/ Black British groups are strongly represented in the area and comprise 34% of the population. The area is affected by relatively high levels of deprivation and the areas of greatest concern are income, barriers to housing and other services, crime levels and living environment. The area is characterised by post-war redevelopment in the urban environment including large areas of industrial and retail parks, but also includes areas of heritage value. The Old Kent Road itself is a busy thoroughfare for cars giving rise to high levels of air pollution. Public transport accessibility is predominantly buses which frequently link the area to central London.

1.4.3. The IIA considers the likely impact of three 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.

Option A: Business as usual

Establishing the business as usual option considers how the area is expected to evolve without significant intervention. The majority of industrial land would remain in tact and only small areas such as land around the Rich Estate and Hatcham Road would come forward to deliver around 5,000-10,000 new homes. There would be fewer opportunities for improving public realm, green space and new transport infrastructure. The Bakerloo Line extension would not be delivered in this scenario.

Option B: Medium growth

This option would provide medium density development around some industrial land and retail parks. However more established industrial areas such as Mandela Way, Sandgate Street, the gas works/waste management facility would be retained. There would be the opportunity to provide around 10-15,000 new homes along with some new jobs, community, health and leisure facilities. This could provide around a third of the total amount of homes Southwark needs to deliver over a 20 year period.

Option C: High growth

This option would transition the majority of the industrial land to provide new mixed use neighbourhoods, providing around 20,000 new homes and 5,000 new jobs. The key driving factor to growth would be significant improvements to public transport through the delivery of the Bakerloo Line extension and two new underground stations. The Old Kent Road would transform to a revitalised high street and enhanced public realm with new green spaces.

1.4.4. Based on the assessment the high growth option was considered to be the most appropriate direction for the AAP and which resulted in more positive social, economic and environmental effects in the long term which benefits a range of groups and would improve the health of the population. Whilst the industrial nature of the area would change, new jobs would be provided in growing sectors of the economy increasing job opportunities, particularly benefiting young people and the unemployed. The provision of 20,000 new homes would significantly benefit many groups by providing good quality new homes for families, older people and people with specialist needs such as those with learning or physical disabilities. The improvements to public realm, transport infrastructure, retail and community and cultural facilities would significantly benefit many groups in society and help to improve levels of deprivation and crime rates.

1.4.5. 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. There are many positive effects identified particularly relating to improvements to public health as a result of improved transport infrastructure, green space and walking and cycling, improving physical activity levels and non-vehicular routes. The AAP would also create new homes, jobs, community facilities and a better townscape environment, benefiting a wide range of groups.

1.4.6. There would be short term negative impacts relating to demolition and construction on climate change, air quality and public health. However in the longer term this would be mitigated by sustainable construction techniques in new buildings and improved public transport and public realm. There would also be increased pressure on water use and waste facilities as result of substantial new development.

1.4.7. The AAP aims to deliver an ambitious and positive strategy for growth however it is appreciated there may be uncertain impacts particularly relating to the loss of industrial land in the short term, and the challenge to create successful mixed use developments which effectively incorporate as a range of uses, including employment, retail, community and residential. 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. However 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.

1.4.8. 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. There are a number of effects where proposed mitigation is provided and the IIA also outlines the ongoing monitoring strategy of the plan.

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). This is a requirement under section 19 (5) of the Planning and Compulsory Purchase Act ('the Act'). SA is an integral part of good plan making and should not be seen as a separate activity. Its purpose is to promote sustainable development by integrating sustainability considerations into plans. By testing each plan policy against sustainability objectives, the SA process assesses and reports the likely significant effects of the plan policies and the opportunities for improving social, environmental and economic conditions by implementing the plan.

1.2.   Strategic Environmental Assessment Directive

1.2.1.   SAs are also required to satisfy the European Directive 2001/42/EC. The Directive requires a formal Strategic Environmental Assessment (SEA) of certain plans and programmes that are likely to have significant effects on the environment. SEA is transposed into UK legislation through the Environment Assessment of Plans and Programmes Regulations 2004. SEA is focused primarily on environmental effects, whereas SA goes further by examining all the sustainability related effects of plans, whether they are social, environmental or economic. The process for undertaking a SA is conducted in accordance with the requirements of the SEA Directive.

1.3.   The move towards Integrated Impact Assessment

1.3.1.   The council is also required by UK law to pay due regard to advancing equality, fostering good relations and eliminating discrimination for people sharing certain protected characteristics, as set out in the Public Sector Equalities Duty (2011) (under section 149 of the Equalities Act 2010). The council carries out Equalities Analysis (EqIA) of its plans, decisions and programmes to consider the potential impact (positive and negative) of proposals on the key 'protected characteristics' in the Equality Act 2010 and on Human Rights.

1.3.2.   The Equality Act was introduced in October 2010. It replaces and extends all previous equality legislation into one overarching act. The Equality Act 2010 outlines a number of 'protected characteristics', which are the groups of people or communities where the government feels that discrimination or unfair treatment could arise.

1.3.3.   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. However it should involve all relevant stakeholders and use a range of methods to gather data as evidence. While a HIA is not required by law it is considered good practice, particularly since responsibility in managing the health of populations was transferred form national government to local authorities following the Health and Social Care Act 2012.

1.3.4. 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.

1.3.5. 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.

1.3.6. There are overlaps in the methods and outputs of the above documents and therefore an approach which fuses the statutory requirements of the SA, SEA, EqA and HIA into a single integrated impact assessment will be used to assess the impact of the AAP/OAPF.

1.4. Habitats Regulations Assessment

1.4.1. 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.

1.4.2. The objective of the HRA screening process is to determine whether likely significant effects on designated Natura 2000 sites, either alone or in combination may result from the implementation of the AAP/OAPF. 'Likely significant effect' in this context is any effect that may reasonably be predicted as a consequence of the plans that may affect the conservation objectives of the features for which a site was designated.

1.4.3. The information collated in the baseline information and from consultation on the scoping report will be mapped, reviewed and assessed against the draft policies and strategies of the AAP/OAPF to determine whether there is potential for the integrity of these sites to be affected. Site integrity is defined as:

"the coherence of its structure and function across its whole area that enables it to sustain the habitat, complex of habitats and/or the levels of populations of the species for which it was classified"

1.4.4. 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. The purpose of Sustainability Appraisal (SA) is to ensure that sustainable development has been integrated in the formulation of development plans and to verify that due consideration has been given to social, economic and environmental factors. The SA must also show how the requirements of the Strategic Environmental Assessment (SEA) Directive have been met. The National Planning Practice Guidance (NPPG) states that SEA can be undertaken as an integral part of the SA. The Integrated Impact Assessment 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. The framework suggests that the purpose of the planning system is to contribute to the achievement of sustainable development. The policies in paragraphs 18 to 219, taken as a whole, constitute the Government's view of what sustainable development in England means in practice for the planning system. There are three dimensions to sustainable development: economic, social and environmental. These dimensions give 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 National Planning Policy Framework states that:

"*A sustainability appraisal which meets the requirements of the European Directive on strategic environmental assessment should be an integral part of the plan preparation process, and should consider all the likely significant effects on the environment, economic and social factors.*"
NPPF, para 165

2.2.3. 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. These key stages and tasks are applicable to the IIA process for the Old Kent Road AAP/OAPF. 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.

Sustainability appraisal process

Local Plan preparation

Stage A: Setting the context and objectives, establishing the baseline and deciding on the scope
1. Identify other relevant policies, plans and programmes, and sustainability objectives
2. Collect baseline information
3. Identify sustainability issues and problems
4. Develop the sustainability appraisal framework
5. Consult the consultation bodies on the scope of the sustainability appraisal report

Evidence gathering and engagement

Stage B: Developing and refining alternatives and assessing effects
1. Test the Local Plan objectives against the sustainability appraisal framework
2. Develop the Local Plan options including reasonable alternatives
3. Evaluate the likely effects of the Local Plan and alternatives
4. Consider ways of mitigating adverse effects and maximising beneficial effects
5. Propose measures to monitor the significant effects of implementing the Local Plan

Consult on Local Plan in preparation (regulation 18 of the Town and Country Planning (Local Planning) (England) Regulations 2012).
Consultation may be undertaken more than once if the Local Planning Authority considers necessary.

Stage C: Prepare the sustainability appraisal report

Stage C: Prepare the publication version of the Local Plan

Stage D: Seek representations on the sustainability appraisal report from consultation bodies and the public

Seek representations on the publication Local Plan (regulation 19) from consultation bodies and the public

Submit draft Local Plan and supporting documents for independent examination

Outcome of examination
Consider implications for SA/SEA compliance

Local Plan Adopted

Stage E: Post adoption reporting and monitoring
1. Prepare and publish post-adoption statement
2. Monitor significant effects of implementing the Local Plan
3. Respond to adverse effects

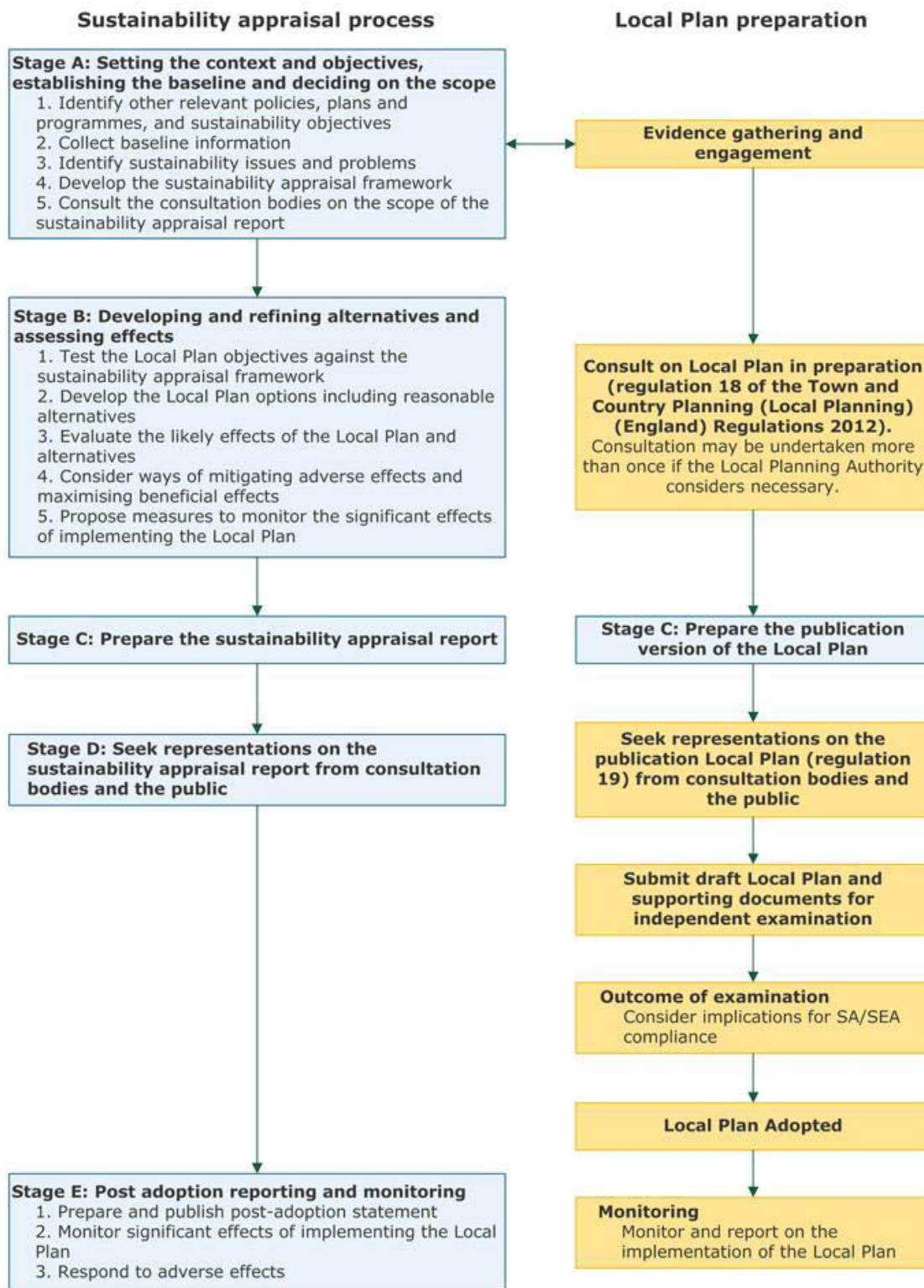**Monitoring**
Monitor and report on the implementation of the Local Plan

Figure 2.1
Source: National Planning Practice Guidance 2014

2.3. Process

Table 2.1 Sustainability Appraisal Stages Timetable

Stage A – Scoping	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
Stage B – Testing alternatives	Developing and refining options and assessing effects against the IIA framework. Options were considered in community forum events throughout 2015-2016.
Stage C – Prepare the Integrated Impact Assessment Report	This stage involves testing in detail the impacts of the preferred options. The interim IIA report is prepared for consultation with the public along with the consultation on the draft AAP.
Stage D – Seek representations from consultation bodies and the public	Consult on the draft AAP and interim IIA report. Consultation on the draft AAP and Interim IIA report will take place between June and September 2016.
Stage E – Post adoption reporting and monitoring	Review consultation responses to draft AAP and interim IIA. Prepare submission version of AAP and ongoing monitoring.

2.4. Consultation

2.4.1. Community consultation has being carried out to make sure that local residents, businesses and stakeholders are informed of the changes within the area. This is an ongoing process which has helped inform the draft plan and further stages of consultation will follow the draft AAP. 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. A new community forum for Old Kent Road residents and stakeholders was set up in early 2015 and nine forum events have been held between February 2015 and March 2016 which have covered the main topics of the plan and explored issues and options in preparation for the draft AAP.

2.4.2. The first stage of formal consultation for this interim IIA involved the IIA Scoping Report, which was published for consultation in February to March 2016. SEA regulations require that the contents of the scoping report must be consulted on with the following 'authorities with environmental responsibility':

- Natural England
- Environment Agency
- Historic England

2.4.3. The law requires the statutory organisations be provided with 5 weeks in which to respond to the Scoping Report. Consultation responses from all respondents to the consultation have been used to update the relevant elements of this IIA report and inform the preparation of the draft AAP.

2.4.4. Consultation responses on the Scoping Report included suggestions for some minor amendments to be incorporated and also suggestions were put forward for: additional baseline information to be included in the appendices; recommendations for amending some of the objectives; recommendations for new sustainability questions and suggestions for amending and creating new indicators.

2.4.5. **Appendix 1** summarises the responses from the consultation on the Scoping Report and includes a summary of amendments made in response to consultation.

2.4.6. As we move forward to developing the submission version AAP we will continue to assess the sustainability implications across the wider area. We will also consult the same groups and organisations on the sustainability report at the next stage.

2.4.7. Government guidance also recommends that additional bodies can be consulted in order to represent the social and economic aspects of sustainability. An extensive list of local consultees on our planning policy database were consulted.

2.5. Monitoring the Plan

2.5.1. 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:

a. Important:
Indicators should measure something significant to the achievement of the sustainable development aims of the AAP. These are translated into the main policy areas of the AAP and must fit within the main policy framework. Indicators should assist in the identification of the need to review a strategy, policy or proposal.

b. Supported by readily available information:
The data necessary to support the use of the indicator must be available. This may be of a technical nature.

c. Capable of showing trends over time:
Data over a reasonable time scale is required (e.g. 5 - 10 years) to enable trends to be identified. Data must be available during the AAP period.

d. Easy to understand and communicate:
Any indicator should be readily understood by non-specialists so that the wider community can understand it's relevance to sustainable development and the local plans process. Some of the indicators have been added to or revised slightly since the consultation on the scoping report to reflect the issues above and ensure that policies can be monitored effectively.

2.5.2. 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.

2.6.   Compliance with the SEA Directive

2.6.1. **Appendix 2** explains what the SEA directive is and signposts where the relevant information can be found within the document.

Section 3 - Context and baseline

3.1.   Links to other policies, plans and programmes

3.1.1. In order to establish a clear and concise scope for the IIA it is necessary to identify and review the relevant polices, plans and programmes that may influence the content of the AAP/OAPF. This process enables potential relationships to be identified that will allow potential synergies to be exploited and any inconsistencies and constraints to be addressed. It will also identify additional objectives and indicators, which will assist in analysing and comparing economic, environmental and social impacts throughout the IIA and help in identifying key sustainability issues.

3.1.2. The policy framework is constantly evolving: at a national level, the National Planning Policy Framework and National Planning Practice Guidance are now in place (replacing and simplifying a suite of former national policy and guidance documents); at a regional level, the London Plan and associated Supplementary Planning Guidance are subject to on-going review.

3.1.3. At a local level, planning decisions in Southwark are influenced by a number of statutory plan-making authorities and policy is developed with regard to corporate Council-wide strategies. In addition the evidence base continues to evolve as AAP/OAPF framework documents are prepared.

3.1.4. 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 in **Appendix 3**. 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. The aim in collecting baseline information is to assemble data on the current state of the area and the likely future state. The information then provides the basis for predicting and monitoring effects. Collecting baseline information is also a way of identifying sustainability problems and alternative ways of dealing with them.

3.2.2. Both qualitative and quantitative data has been used to inform the baseline analysis. Quantitative data has been taken from monitoring and research activities currently being carried out by a variety of organisations. Qualitative information is more often based on judgement and is particularly useful for objectives that relate to the character and quality of the built environment.

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.

3.3.2. Monitoring is carried out more frequently for some indicators than others. In addition, some of the gaps in data still remain. In the future, if data is still not available for some indicators it may be more appropriate to select alternative indicators. However, in some cases where there are no suitable indicators relating to an objective, the objective itself may need to be revised or deleted. The baseline data has been used to describe the current social, economic and environmental characteristics. Where possible, data specific to the area has been used, and where this is not available, data for the borough as a whole has been used. A summary of the baseline information is provided below.

Population

The estimated population of the Opportunity Area (OA) is 33,241[1] and, without the implementation of the AAP, it is projected to grow by 15% from 2015 to 2036[2]. Black/ African/ Caribbean/ Black British groups are strongly represented in the area and comprise 34.1% of the population[3].

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. House prices have risen in recent years and the OA experiences issues with overcrowding. There is increasing demand for new homes, including affordable homes and homes for those with specialist needs.

Social infrastructure (education, health, community)

65.7% of pupils living in the opportunity area achieve 5+ A*-C grade GCSEs[4], outperforming the borough average. Planned expansion in primary schools serving the OA are expected to keep up with current projected increases in medium-term demand up to 2020. Borough-wide projections for secondary school places indicate there may be a need for new places from 2020[5].

In the OA 5.5% of people report that they are in bad or very bad health, slightly above the average for London[6].

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[1] Mid-2014 Lower Layer Super Output Area population estimates for England and Wales, Office for National Statistics
[2] GLA 2014 Round Ward-level Capped Borough Preferred Option Population Projections, Greater London Authority
[3] 2011 Census, Office for National Statistics
[4] 2013/14 GCSE and Equivalent Results for Young People by Gender, Referenced by Location of Pupil Residence, Neighbourhood Statistics, Department for Education
[5] 2015 Southwark Cabinet Report: Primary and Secondary School Place Planning Update
[6] 2011 Census, Office for National Statistics

There are a significant number of faith spaces in the OA, 4% of the non residential floorspace in the area is occupied by 55 places of worship, primarily churches and also mosques[7].

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. The OA has more residents employed in accommodation/food services and support services, and fewer in professional/scientific/ technical, ICT, finance and property services than Southwark as a whole. There is increasing demand for office space in Southwark and the OA situated on the fringe of the CAZ may experience outwards expansion of CAZ functions. The area is characterised by large areas of industrial land which currently makes up the majority of the preferred and strategic industrial locations in Southwark.

Although economic trends show a general decline in demand for industrial space, the 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. The GLA Employment Study gives a detailed picture of the existing economy and employment uses in the area at the present time. University research projects also detail the economic functions of the Old Kent Road and wider area including the scope of sectors and businesses present. Many businesses state that proximity to central London location is key to the business function (Cass Cities Audit Book).

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. The area is characterised by two high street locations in the north and south of the OA combined with large areas of retail parks and supermarkets. There has been relatively little new leisure or hotel development in the area.

Environmental Conditions (climate change, waste, air quality, flooding, noise))

The mean domestic electricity and gas consumption in the OA are 3,332 and 9,122 kWh per meter respectively and the mean non-domestic consumption figures are 17,478 and 476,554 kWh per meter respectively, lower than borough and national averages[8].

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 (NO2)[9].

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[7] Old Kent Road Employment Study 2016: GLA/Southwark Council
[8] 2013 Sub-national energy consumption statistics, Department for Energy and Climate Change
[9] Southwark Environmental Protection monitoring

The majority of the OA is within the Thames flood plain, within the indicative flood zone 3, defended by the Thames Barrier and defences. The southeastern end of the OA is located in the East Southwark Critical Drainage Area.

The OA contains several hotspots for environmental rail and road noise[10]

Open Space

The current standard of park provision in the OA is 0.25 ha per 1,000 people[11]. The Old Kent Road is a barrier to access to open space. The area has small parks, a large population and a dense built environment but with large open spaces nearby at Southwark Park and Burgess Park.

The OA contains areas of natural deficiency, priority areas for biodiversity enhancement. The area also has the potential to be a key wildlife corridor[12].

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, a roman road and medieval route to Canterbury. Development of the road followed periods of industrialisation, commerce and housing growth, through to 20th century wartime bombardment and reconstruction. Parts of the road maintain high street character, and there are pockets of green spaces, civic and educational uses. The area is largely characterised by large industrial and commercial units, retail parks and car parking which demonstrate large grain post war redevelopment in the urban environment. Finer urban grain survives as ribbon development along much of the southern part of the Old Kent Road, and in the form of Victorian and Edwardian residential terraces within the designated conservation areas (which encompass around 4% of the OA).

There are three conservation areas which fall wholly in the study area. These are:

- CA16 Pages Walk
- CA26 Caroline Gardens
- CA22 Trafalgar Avenue
- CA23 Glengall Road

CA7 Bermondsey Street falls partially within the study area.

The historic thoroughfare of Old Kent Road links a number of distinct character areas in Southwark including Bermondsey, Elephant and Castle, Walworth, Camberwell and Peckham.

Given its long history, the area is sparsely represented through formal designations. Few buildings are listed and the small number of conservation areas have their boundaries quite tightly drawn around the most significant buildings. Buildings of townscape merit are predominantly the landmarks such as corner pubs and churches, but also industrial buildings like the former railway goods yard stable and the early 20th century gasholders. The area has around 60 listed buildings, all Grade

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[10] Noise data obtained from DEFRA under the Open Government Licence v3
[11] Southwark Open Space Strategy Evidence Base, 2012
[12] Forthcoming report of 2015 Ecological Survey of Southwark

II with the exception of St Augustine's Church on Lynton Road listed as a Grade II*. The AAP should ensure the future of heritage assets at risk are secured, such as the former fire station on Old Kent Road.

The Old Kent Road Archaeological Priority Zone designation (3A), Bermondsey Lake APZ (2A) and the London to Lewis Road APZ (8A) covers almost the full extent of the opportunity area. It will be important to ensure that new development considers archaeological implications and that the necessary investigations are made.

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, distanced from train stations or bus links.

Section 4 – Purpose of the IIA and Objectives

4.1. The Purpose of the Area Action Plan

4.1.1. The purpose of the AAP is to coordinate growth and set a framework of principles by which development will be expected to achieve over the next 20 years. The Old Kent Road opportunity area is expected to change significantly and this change is already happening. The two key drivers of change are the expansion of central London and its functions and the construction of the Bakerloo Line extension. As pressure for land intensifies in central London, so it many of its functions, including provision of commercial space, space for cultural activities and institutions such as universities are being pushed outwards. The effects of this are already being felt in the opportunity area as rents for commercial space are rising and demand is growing for office and managed workspace, especially around Bermondsey. The Bakerloo Line extension will bring most of the opportunity area within a 10 minute walk of a tube station, stimulating growth in homes and jobs and driving residential densities which are similar to tube station locations elsewhere in central London. It is vital that this degree of change is well managed and is coordinated by the AAP.

4.2. Vision

4.2.1. The regeneration of the Old Kent Road will be guided by our vision for the opportunity area.

Over the next 20 years the opportunity area will be transformed, becoming increasingly part of central London, providing at least 20,000 new homes and 5,000 new jobs. The making of a new piece of the city will be driven by the expansion of London's central activities zone and the construction of the Bakerloo line extension.

The Old Kent Road is at the core of the vision. It will be revitalised and restored as a thriving high street with shops, business space, leisure, civic, cultural and community uses on either side. Out-of-centre style retail parks and superstores will be replaced by development that provides strong, well-defined street frontages, making a better connected high street and l into neighbourhoods on either side. There will be new stations with excellent interchange with other modes of transport. The Old Kent Road itself will be transformed into a modern boulevard. Improved public realm for pedestrians, protection for cyclists and improved bus infrastructure along its entire length will help accommodate growth prior to the Bakerloo Line extension opening.

Behind the Old Kent Road there will be a transition from single use industrial and warehousing uses to mixed use neighbourhoods. These will be well served by new open spaces and green links. Development will be easy to move around for people walking and cycling with new buildings clearly defined streets and squares. There will be tall buildings which will be well designed to form appropriate landmarks to mark routes around the area and focussing around new parks and improved public realm, and areas with more intense activity on the Old Kent Road. District heating solutions, sustainable urban drainage systems and measure to improve air quality will help tackle pollution and climate change.

New homes will help foster mixed communities and include a range of sizes and mix of private and affordable homes, including council homes.

The employment offer will build on the area's current diversity and include a new office quarter in the north of the area and a mix including flexible, hybrid, workshop, studio spaces and light industrial premises providing accommodation for businesses servicing central London's economy in the middle and south. New workspace, which includes affordable provision, will also help reinforce the area's growing reputation for arts and cultural activity.

Alongside homes and jobs, development will also provide new schools, health and other facilities which support growth and contribute to creating and reinforcing sustainable and healthy neighbourhoods. The plan sets out a comprehensive place-making approach for this significant part of London and the council is committed to working with the local residential and business community, landowners, developers and other public sector bodies to implement it.

4.3.   Key environmental, health and equality objectives

4.3.1. Table 4.1 identifies key 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, in recognition of the over-arching status and the likely format of the emerging AAP/OAPF.

Table 4.1 : Key environmental, health and equality issues
Theme 1: Quality Affordable Housing
Homes
- Providing everyone with a decent and affordable home to live in to meet housing needs of present and future generations   - Providing and maintaining suitable accommodation for those with specialist need, vulnerable individuals and families.   - Improving existing housing stock and delivering new council housing   - Providing the right mix and balance of housing types, sizes and tenures in areas of the borough   - Optimising the efficient use of land to create mixed use neighbourhoods   - Contributing to delivery of the London Plan housing target by maximising the number of homes which can be provided in the opportunity area   - Delivering quality housing to help reduce health inequalities and improving health
Theme 2: Revitalised Neighbourhoods
Revitalised Neighbourhoods
- Addressing relatively high levels of deprivation and low incomes among the existing population of the opportunity area   - Improving access to services to help reduce health inequalities   - Improving the health of the population in the opportunity area by improving lifestyle (such as unhealthy diet) and mitigate the influence of external factors

such as noise and air pollution affecting mental and physical illness associated with unemployment and poverty
- Reducing the high levels of crime and fear of crime
- Accommodating a growing population
- Addressing poor parts of the local environment that lead to physical inactivity
- Maintaining local distinctiveness and protecting and enhancing place-making assets
- Improving safety and facilities for young people including playspace and sports facilities

Design, Heritage and Environment

- Ensuring a high quality of design in new developments to ensure accessibility, inclusivity and interaction
- Protecting and enhancing biodiversity and access to the natural environment
- Mental health benefits from access to nature, biodiversity, green space and water
- Addressing existing open space deficiencies and poor access to private open space; improving the use of open spaces for sport, leisure and environmental purposes
- Increasing green links, for sustainable transport across the area and access to open spaces, improving the public realm and overcoming the severance barrier of the Old Kent Road
- Need to preserve and enhance the historic environment and built heritage including the conservation areas within and around the opportunity area
- Securing a positive and viable future for heritage assets at risk
- Protection of landscape features and designated sites
- Sensitivities around very tall buildings

Theme 3: Strong local economy

Business, Employment and Enterprise

- Addressing employment inequalities and reducing the barriers to employment
- Increasing employment opportunities through training to increase skills
- Accommodating changing demands as a result of changing trends in industrial activity and the modernisation of businesses
- Providing new jobs in the opportunity area as part of mixed use development opportunities
- Providing space for businesses of all sizes to establish and grow
- Considering impacts of regeneration on existing businesses and a need for relocation strategies where appropriate
- Providing the incorporation of space for small and medium sized enterprises and encouraging managed workspace by specialist providers
- Maintaining progress in educational attainment, skills and aspirations of residents

Town Centres

- Ensuring provision of sufficient shopping space to meet needs and seeking to cluster this within existing or new town centres
- Supporting a transition from out-of-town style development based around retail parks to town centre and mixed use development
- Improving retail choice and the balance of retail and other town centre uses
- Supporting local people to make healthier choices
- Creating attractive and safe pedestrian shopping environments and encouraging sustainable forms of transport to town centres

- Attracting and facilitating town centre investment
- Protecting essential shopping services for local communities

Theme 4: Well-being: The best start in life and healthy active lifestyles

Social Infrastructure

- The creation of healthy, cohesive, inclusive and safe environments
- Providing adequate community facilities and infrastructure to meet the needs of a growing population and facilitate social interaction
- Addressing the needs of faith groups and continuing to provide for multiple places of worship in the opportunity area
- Identifying appropriate locations for community facilities

Theme 5: Getting around

Travel

- Improving the transport network and infrastructure on Old Kent Road
- Improving the legibility and safety of the Old Kent Road including crossing points for pedestrians
- Improving the health of the population by promoting healthy lifestyles including active forms of travel such as walking and cycling
- Reducing congestion and pollution and managing traffic flows on the Old Kent Road
- Reducing car parking
- Managing delivery and servicing activities for mixed use development
- Improving accessibility by public transport
- Supporting provision of the Bakerloo Line extension with two new stations on Old Kent Road

Theme 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. The objectives reflect the current social, economic and environmental issues affecting the borough and are linked with the aims of Southwark 2016 (Community Strategy). The objectives will ensure that the AAP/OAPF benefits the environment, economy and the community.

5.1.2. The 17 objectives set out below in Table 5.1 reflect the move towards integration of impact assessments for the AAP/OAPF. The IIA Incorporates: Sustainability Appraisal (SA) including Strategic Environmental Assessment (SEA); Health Impact Assessment (HIA) and Equality Analysis (EqA).The policy options will be assessed against these objectives. The framework of objectives is set out in Table 5.1.

5.1.3.   IIA Framework

TABLE 5.1		
IIA Objective	**Questions to consider for assessment**	**Potential monitoring indicators**
IIAO1: **To tackle poverty and encourage wealth creation**	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)
IIAO2: **To improve the education and skill of the population**	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	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)

TABLE 5.1		
IIA Objective	**Questions to consider for assessment**	**Potential monitoring indicators**
	encourage work/life balance?	Proportion of resident pupils attending Southwark schools achieving 5+ A-Cs including English and Maths (Department for Education)
IIAO3: **To improve the health of the population**	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? Will it maintain, enhance and create green infrastructure assets (e.g. green space, woodlands, recreation and sports facilities and allotments) for recreation, exercise and access to locally produced food. Will it improve the quality of housing for all? Will it improve access to jobs for all and otherwise reduce poverty? Will it encourage a range and mix of land uses that underpin local health; for example, avoiding over concentration of hot food takeaways in one location? Will it help facilitate the supply and availability of locally produced food? Will it help improve mental and emotional health, reducing social exclusion? Will it promote non-polluting forms of transport? Will it reduce car use, particularly for daily commuting and short trips? Will it reduce exposure to poor air quality across all groups? Will it reduce the impacts of environmental noise in the design of new neighbourhoods and green spaces?	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 to housing and services domain; and living environment domains Obesity levels Active People Surveys (Local authority level), Public Health England Mode share for journeys to work Strategic noise maps
IIAO4: **To reduce the incidence**	Will it improve safety and security? Will it incorporate measures to reduce crime and the fear	Indices of deprivation: Crime domain

TABLE 5.1		
IIA Objective	**Questions to consider for assessment**	**Potential monitoring indicators**
of crime and the fear of crime	of crime, including anti-social behaviour? Will it provide for a well maintained and inclusive public realm and other public facilities? Will it encourage an active and connected, strong and cohesive community?	Numbers of types of crime per annum (Metropolitan Police) Percentage of residents who feel fairly safe or very safe outside during the day/night (residents survey) Reports of anti-social behaviour (Metropolitan Police)
IIAO5: To promote social inclusion, equality, diversity and community cohesion	Will it help support the voluntary and community sectors? Will it support active community engagement? Will it support a diversity of lifestyles and communities? Will it promote accessibility for those people who are elderly or disabled? Will it improve access to low-cost transport and other facilities? Will it help to sustain the provision of community facilities and open 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? 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?	Breakdown of other indicators in the framework by equality group Homelessness and council housing waiting lists by equality group Health inequalities highlighted in Joint Strategic Needs Assessment
IIAO6: To reduce contributions to climate change	Will it reduce CO2 and other greenhouse gas emissions? Will it reduce consumption of energy? Will it use renewable sources of energy?	BREAAM and Code for Sustainable Homes Scores of major consents

TABLE 5.1		
IIA Objective	**Questions to consider for assessment**	**Potential monitoring indicators**
	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?	Energy consumption (break down by source/type) (Department for Energy and Climate Change) Environmental performance of opportunity area's housing stock (energy performance certificates)
IIAO7: **To improve air quality**	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?	Number of days of high air pollution (Old Kent Road monitoring station) Annual average concentrations and number of hourly exceedences of nitrogen dioxide in air (Old Kent Road monitoring station) Annual average concentrations and number of daily exceedences of PM10 in air (Old Kent Road monitoring station)
IIAO8: **To avoid waste and maximise, reuse or recycle waste arising as a resource**	Will it promote the reduction of waste during construction / operation? Will it minimise the production of household and commercial waste? Will it promote sustainable processing of waste?	Municipal waste land-filled (tonnes) 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)

TABLE 5.1		
IIA Objective	**Questions to consider for assessment**	**Potential monitoring indicators**
IIAO9: **To encourage sustainable use of water resources**	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
IIAO10: **To maintain and enhance the quality of land and soils**	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
IIAO11: **To protect and enhance quality of landscape and townscape**	Will it conserve and enhance local landscape and townscape character, and visual amenity? Will it improve the relationship between different buildings, streets, 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 BREAAM scores of relevant consents Design appraisal of consented development (design review panels and urban design advice)
IIAO12: **To conserve and enhance the historic environment and cultural assets**	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	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

TABLE 5.1		
IIA Objective	**Questions to consider for assessment**	**Potential monitoring indicators**
	construction methods? Will it respect visual amenity and the spatial diversity of communities? Will it maintain or increase access to leisure, sporting, cultural and arts destinations and facilities? Will it improve leisure, sporting, cultural and arts provision?	Changes in numbers of listed buildings Number of scheduled ancient monuments at risk Number of conservation areas at risk Number of conservation areas with up-to-date appraisal/ management plans
IIAO13: **To protect and improve open spaces, green corridors and biodiversity**	Will it improve the quality and access to open spaces in areas of deficiency? Will it provide a range of play spaces for children and young people? 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? 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? Will it protect and enhance natural habitats and protect priority species? Will it encourage the creation of new habitats, including through the provision of additional open space and green roofs? Will it help achieve the Biodiversity Action Plan (BAP) targets? Will it protect and provide opportunities for creating/ enhancing/improving sites designated for their nature conservation value/geodiversity level (local and national levels?)	Change in quantity of open space (ha) Change in sites of importance for nature conservation Open space deficiency Deficiency in access to nature Protected trees lost No. of green roofs/facades Waterways created, restored, improved or enhanced

TABLE 5.1		
IIA Objective	Questions to consider for assessment	Potential monitoring indicators
IIAO14: **To reduce vulnerability to flooding**	Will the development be in an area at risk of flooding? Will it minimise the risk of and from flooding to people and property? Will it protect and improve flood defences and allow them to be maintained? Will it promote the use of sustainable urban drainage systems?	Planning permissions granted contrary to Environment Agency advice Number of flooding incidents (including sewer flooding) Condition of any relevant flood defences Flood protection projects delivered as part of consents and otherwise
IIAO15: **To provide everyone with the opportunity to live in a decent home**	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
IIAO16: **To promote sustainable**	Will it encourage development at locations that enable walking, cycling and/or the use of public transport and	Estimated traffic flows per annum (mil.vehicle km)

TABLE 5.1		
IIA Objective	**Questions to consider for assessment**	**Potential monitoring indicators**
transport and minimise the need to travel by car	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?	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
IIAO17: **To provide the necessary infrastructure to support existing and future development**	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.

	IIAO1	IIAO 2	IIAO 3	IIAO 4	IIANO 5	IIAO 6	IIAO 7	IIAO 8	IIAO 9	IIAO 10	IIAO11	IIAO12	IIAO13	IIAO14	IIAO15	IIAO16
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	0	✔	✔	✔	
IIAO 17	✔	0	✔	0	0	✔	✔	0	✔	0	0	0	✔	✔	✔	✔

Key:
- ✔ Compatible
- 0 No significant link
- ? Depends on implementation

5.2.2. The compatibility of IIAO 6: To reduce contributions to climate change and IIAO 8: Waste Management with IIAO11: Quality in Design and IIAO12 Conservation of the Historic Environment will depend upon implementation. Careful application of renewable technologies and waste provision will be needed to ensure that quality in design or the setting of historic environment is not compromised.

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 significance of effects against IIA Objectives, including any assumptions that will be made or uncertainties. This ensures a consistent approach is taken for the appraisal of all reasonable options.

5.3.3. 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.

Table 5.2

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

5.3.4. 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 these key topics, which include health and equality. The appraisal also considers short, medium and long term effects. The policy areas are grouped together in topics to understand the reasonable alternatives and their cumulative effects. Proposals sites are grouped together by geographical clusters to ensure that a comparative appraisal of alternatives is carried out. This also ensures that appropriate consideration is given to the potential cumulative effects of site options on areas of the borough. Table 5.3 outlines the grouping structure for the assessment.

Table 5.3

Policy themes	Draft AAP Policies
Vision for the Old Kent Road	Vision AAP 1: The Old Kent Road
Theme 1: Quality affordable housing	AAP 2: New homes AAP 3: Affordable homes AAP 4: Private rented sector homes AAP 5: Optimising delivery of new homes
Theme 2: Revitalised neighbourhoods	AAP 6: Heritage AAP 7: Streets and public spaces AAP 8: Key public realm improvements on the Old Kent Road AAP 9: Building blocks AAP 10: Building heights strategy
Theme 3: Strong local economy	AAP 11: Employment clusters AAP 12: High streets
Theme 4: Well-being: The best start in life and healthy active lifestyles	AAP 13: Social infrastructure AAP 14: Student housing AAP 15: Arts, culture and leisure
Theme 5: Getting around	AAP 16: Bakerloo line extension AAP 17: Surface public transport AAP 18: Walking and cycling AAP 19: Highways AAP 20: Servicing and freight AAP 21: Car parking
Theme 6: Cleaner, greener, safer	AAP 22: Green infrastructure AAP 23: Flood risk and sustainable urban drainage systems AAP 24: Decentralised energy AAP 25: Air quality
Implementation	AAP 26: Proposals sites AAP 27: Delivering the plan
Character Areas	**Draft AAP Character Areas**
North Area	Policies AAP 28: North area land use AAP 29: North area revitalised neighbourhoods Proposals sites OKR 1: Bricklayers Arms roundabout OKR 2: Crimscott Street and Pages Walk OKR 3: Mandela Way OKR 4: 107 Dunton Road (Tesco store and car park) and Southernwood Retail Park OKR 5: 96-120 Old Kent Road (Lidl store) OKR 6: Former petrol filling station, corner of Penry Street and Old Kent Road OKR 7: Garages on corner of Mina Road and Old Kent Road OKR 8: 4/12 Albany Road
Central Area	Policies AAP 30: Central area land use AAP 31: Central area revitalised neighbourhoods Proposals sites OKR 9: Former Southern Railway stables

	OKR 10: Galleywall Trading Estate OKR 11: Admiral Hyson Trading Estate OKR 12: Rotherhithe Business Estate, Bermondsey Trading Estate and rail viaducts
South Area	Policies AAP 32: South area land use AAP 33: South area revitalised neighbourhoods Proposals sites OKR 13: Land bounded by Glengall Road, Latona Road and Old Kent Road OKR 14: Marlborough Grove and St James's Road OKR 15: Sandgate Street and Verney Road OKR 16: Devon Street and Sylvan Grove OKR 17: Gasworks and Southwark Integrated Waste Management Facility (IWMF) OKR 18: Hatcham Road and Penarth Street OKR 19: Ilderton Road OKR 20: 760 and 812 Old Kent Road (Toysrus store) OKR 21: 840 Old Kent Road (Aldi store) OKR 22: 684-698 Old Kent Road (Kwikfit garage) OKR 23: 636 Old Kent Road

5.3.5. The appraisal is undertaken using professional judgment, supported by the baseline information and wider evidence base. A summary appraisal commentary is provided in Section 7 to set out any significant effects identified for individual options, along with suggestions for mitigation or enhancement to be made where relevant. The nature of the likely effects (including positive/negative, duration, permanent/ temporary, secondary, cumulative and synergistic) are described, along with any assumptions or uncertainties noted. Where necessary, the appraisal commentary also identifies any potential cumulative effects for that option.

5.3.6. 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.

5.4. Health Impact Assessment

5.4.1. 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

5.5.   Equalities Analysis

5.5.1. For the EqIA element of the IIA the impacts on the protected characteristics listed below in Table 5.4 will be considered.

5.5.2. The Equality Act was introduced in October 2010. It replaces and extends all previous equality legislation into one overarching act. The Equality Act 2010 outlines a number of "protected characteristics", which are the groups of people or communities where the government feels that discrimination or unfair treatment could arise. The IIA will consider if there are any unintended consequences for some groups and if the policies will be fully effective for all target groups.

Table 5.4	
Age	A person belonging to a particular age (e.g. 32 year olds) or range of ages (e.g. 18-30 year olds).
Disability	A person has a disability if s/he has a physical or mental impairment which has a substantial and long-term adverse effect on that person's ability to carry out normal day-to-day activities.
Gender reassignment	The process of transitioning from one gender to another.
Marriage and civil partnership	In England and Wales marriage is no longer restricted to a union between a man and a woman but now includes a marriage between 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).
Pregnancy and maternity	Pregnancy is the condition of being pregnant or expecting a baby. Maternity refers to the period after the birth, and is linked to maternity leave in the employment context. In the non-work context, protection against maternity discrimination is for 26 weeks after giving birth, and this includes treating a woman unfavourably because she is breastfeeding.
Race	A group of people defined by their race, colour and nationality (including citizenship) ethnic or national origins.
Religion and belief	Religion has the meaning usually given to it but belief includes religious and philosophical beliefs including lack of belief (e.g. Atheism). Generally, a belief should affect your life choices or the way you live for it to be included in the definition.
Sex	A man or a woman.
Sexual orientation	Whether a person's sexual attraction is towards their own sex, the opposite sex or to both sexes.

Definitions are from the Equalities and Human Rights Commission

5.6.   Southwark Council's approach to equality: delivering a fairer future for all (2011)

5.6.1. This report sets out the overarching equality objectives which are linked to the strategic priorities of the council. The objectives below are also considered in the IIA and are set out below:

- Improve the quality of life for Southwark's people through better access to services and creating sustainable mixed communities with opportunities for local people that come from being in the heart of London.
- Improve social cohesion by promoting positive relationships and a sense of community and belonging, by reducing fear and tensions, and encouraging civic responsibility so that the contributions individuals and groups make to their communities are properly valued.
- Promote people's rights and responsibilities. We will do this by ensuring that the council does all it should in providing leadership and by encouraging its partners to do likewise. We will act to protect the rights of those who live in Southwark by ensuring that abuse; mistreatment or discrimination is identified and dealt with.
- Ensuring we have a workforce that understands and is committed to achieving these goals and retains the confidence   of   our   local   communities

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 forum workshops, evidence base studies and the findings of the Scoping Report and subsequent consultation carried out earlier in the year 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.

6.1.2.   The appraisal has involved making a certain amount of subjective judgements of the likely sustainability impacts of proceeding with any option over the short, medium and long term. The judgement is made by reference to what the sustainability objective is trying to achieve and the possible impact a proposed action may have. Impacts of strategic options may be hard to predict at the local level but once site specific information is available it will be easier to establish mitigation measures.

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. The London Plan identifies that the Old Kent Road opportunity area has indicative capacity of 1,000 new jobs and a minimum of 2,500 new homes. However the London Plan states these minimum figures should be explored further in an area specific planning framework including a review of the Strategic Industrial Location.

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 have also been explored with the Old Kent Road community forum, of which nine workshops have been held to date.

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. Options B and C assume the provision of two new tube stations to serve the area however other options for one or three tube stations were discussed with TfL and the community forum as an integral part of the consideration of the options. The specific location of tube stations is also part of ongoing discussions.

6.2.4.   Each option was assessed for its 'reasonableness' prior to being taken forward for appraisal. This involved considering a series of questions:

- will implementation of the option assist in fulfilling the objectives of the AAP
- is it a genuine option
- will the necessary resources be available to deliver the AAP
- will there be sufficient time within the plan period to implement the option
- is there an unacceptable risk that the option will not be fully implemented for one reason or another
- is the option sufficiently flexible to accommodate changing circumstances

- does the option generally conform with the London Plan, Core Strategy and emerging New Southwark Plan

6.2.5. There is not necessarily one single way of meeting the needs of people who live and visit the area. Some of the different options may be more sustainable than others and, in order to ensure that the AAP contributes to sustainable development as far as possible, three different options were assessed.

Option A: Business as usual

6.2.6. Establishing the business as usual option considers how the area is expected to evolve without significant intervention. The AAP would need to evolve policies which conform to the aspirations as an opportunity area but without significant change to existing policy designations and infrastructure. In this scenario, only small areas such as land around the Rich Estate and Hatcham Road would come forward to deliver around 5,000-10,000 new homes and the Bakerloo Line extension would not come forward.

Theme 1: Quality affordable housing

The council has a target to deliver 2,376 new homes per year in Southwark and 11,000 new council homes by 2043. This is an ambitious target and new residential development would be expected to achieve density ranges appropriate to the area in which it is located. Old Kent Road is located in the urban zone where new residential development would be expected to achieve 200-700 habitable rooms per hectare. Without significant intervention to the existing policy designations on the Old Kent Road, the existing established areas of Preferred Industrial Locations (PIL) and Strategic Industrial Locations (SIL) would remain broadly intact. Some areas would need to be released for mixed use development in order to deliver the aims of the opportunity area however this would be on a much reduced scale and limited to areas which are already more mixed use in nature and could change in the shorter term. In the retained PIL's residential development would not be suitable or permitted. This would significantly limit the ability for the opportunity area to deliver new homes as the industrial designations cover a substantial proportion of the opportunity area. There would be limited ability to support the delivery of affordable homes in the borough as well as private rented properties and homes for sale. Sites outside the industrial areas, or sites created as a result of reconfiguration of industrial designations which may be suitable for redevelopment to provide new homes may be constrained in terms of density due to the relatively low density character of surrounding buildings. In addition, the industrial character of the area may present design limitations due to impact of neighbouring industrial uses on residential amenity.

Theme 2: Revitalised neighbourhoods

In this scenario there would be a low or negligible impact on existing heritage assets and buildings of townscape merit by new development as limited change would be expected. The existing industrial designations have historically created larger land parcels which have eroded the original network of streets and public spaces. Retaining the majority of PIL's would restrict the opportunity to create an improved street pattern and legibility throughout the area due to fragmented land ownership and lack of opportunity for reconfiguration. This would also limit the ability to provide new public or open spaces, and significant improvements to the public realm and perception of the Old Kent Road may be constrained. More site specific proposals would be required in an AAP which may limit the capacity of sites and may not contribute significantly to the wider context for change.

Theme 3: Strong local economy

The economy in Southwark has remained strong in recent years and is continuing to grow, particularly for new high grade office space in the Central Activity Zone (CAZ) south of the River Thames and beyond. Our evidence base projects an increase of over 50,000 jobs in the borough over the next 20 years in order to meet demand. The Old Kent Road opportunity area would continue to play an important role in providing jobs in this scenario however the AAP would need to address the changing economic trends and the role of the PIL's. Presently the industrial areas, high streets and retail parks provide around 9,500 jobs within the opportunity area. 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 around Mandela Way, Sandgate Street, Verney Road, the gasworks and waste management site and the industrial estates around south east Bermondsey and the railway arches are amore likely to remain in industrial use.

Our evidence base suggests that the demand for industrial land is in decline, whilst the technical, professional, digital and service economies are growing. An AAP in this scenario would need to encourage a change in typologies in the PIL's, from traditionally land dominant heavier industry and warehousing to smaller units providing offices and light industrial or 'hybrid' units which provide space for making and creating as well as informal office space. However due to the large land take of some of the industrial uses which are in decline, and the economic trend towards more flexible workspaces, there is a risk that some land in the PIL's could become redundant for these types of employment uses in the future.

In relation to the provision of retail, in this scenario it is likely that the larger retail warehouses and supermarkets would stay in situ. This restricts the opportunity to rebuild a high street as many of the units front the Old Kent Road along with large car parks preventing the establishment of a pedestrian scale shopping environment.

Theme 4: Well-being: The best start in life and healthy active lifestyles

In this scenario, the provision of new primary and secondary schools, nurseries, health facilities and children's play space may be limited to improvements to existing facilities as a result of CIL collected from new development. There would be less capacity to accommodate new facilities within new development as creating larger site allocations and coordinating development would be more difficult with limited intervention to the industrial land designations. The area would also be less likely to attract new cultural and leisure facilities without further intervention to enhance the vitality and perception of the area as a cultural destination.

Theme 5: Getting around

The majority of the Old Kent Road is presently serviced by bus as the main form of public transport. The nearest train station is South Bermondsey located to the southernmost end of the Old Kent Road whilst the nearest underground stations are further north at Elephant and Castle and Borough. In this scenario there would be limited opportunity for significant transport interventions such as the BLE however the AAP would need to include bus priority to support new development including consideration of bus rapid transit. The AAP would need to promote improvements to existing walking and cycling routes in and around the area, improving crossing points and lessening the impact of the Old Kent Road as a barrier. However the creation of new routes would be limited as there would be less significant change to the structure of the street pattern through redevelopment opportunities. Due to the limited public transport accessibility in the area and the Old Kent

Road as a major vehicular corridor for longer journeys from London to Kent, it is likely the private car will remain the dominant mode of transport. This would limit the ability for changes to land use where areas such as retail parks are accompanied by large areas of car parking. In addition, new residential development would be expected to deliver a quota of car parking spaces for new residents which may have implications on design and density ranges.

Theme 6: Cleaner, greener, safer

In this scenario it would be more difficult to deliver meaningful new areas of public open space or green links as there will be less capacity to accommodate larger site allocations. The delivery of new spaces may be site specific or the creation of pocket parks for example. In the AAP it would be more appropriate to encourage the improvement of existing open spaces to a good standard. For the same reasons, there would not be the opportunity to coordinate larger areas of Sustainable Urban Drainage Systems (SUDS) to help alleviate flood risk and provide amenity and biodiversity benefits however smaller sites provision would still be encouraged.

Option B: Medium growth

6.2.7. In this option, the Old Kent Road opportunity area would involve an increase in new homes, jobs, community, health and leisure facilities. Some of the existing industrial areas and large retail warehouses would transition to mixed use neighbourhoods and a revitalised high street providing a medium density scenario of around 10-15,000 new homes. Some of the more well-established industrial areas such as Mandela Way, Sandgate Street and the gas works/Southwark Integrated Waste Management Facility would be retained. The Bakerloo Line extension is less likely to come forward in a medium growth scenario.

Theme 1: Quality affordable housing

The addition of 10-15,000 new homes would provide a good contribution to the council's housing target and respond to housing needs for new affordable homes, private rented and privately owned homes. In a 20 year plan period, this could provide up to a third of the total amount of homes Southwark needs to deliver each year. Each development scheme would be expected to deliver 35% affordable housing therefore there is some potential to deliver affordable homes. The AAP would need to direct some existing PIL's to transition to mixed use neighbourhoods providing the opportunity to delivery high quality homes and jobs accompanied by new public spaces, new pedestrian and cycle links and community facilities such as schools, health centres and leisure facilities. Residential amenity is likely to be improved in this scenario due to the ability to deliver larger scale sites with appropriate consideration for a quiet, pleasant residential environment. However this will need to be carefully managed in mixed use schemes so that employment and residential uses are appropriately located on the site to limit compatibility issues such as traffic, noise or dust. There will need to be appropriate consideration for the impact of new residential development on existing residents in scheme designs close to existing residential development, such as access to daylight and sunlight and preventing overlooking.

Theme 2: Revitalised neighbourhoods

The delivery of 10-15,000 new homes, new jobs, new retail and community facilities would help transform parts of the Old Kent Road to create revitalised neighbourhoods. Some of the historical street pattern could also be reintroduced in certain areas, providing connections to the surrounding street network. It may be more difficult to deliver meaningful areas of green space and high quality public realm in this scenario particularly as some industrial areas will be retained. There would be a need to create some taller buildings in this scenario however the majority of growth would incorporate mid-rise buildings. The AAP

would need to provide detailed policies to reinforce place-making principles to coordinate development and provide guidance on public realm enhancement and criteria for tall buildings. The identity of the area as an industrial setting may limit a change in perception in the area, particularly around the waste facility visible from Old Kent Road and Mandela Way which would likely remain unchanged.

Theme 3: Strong local economy

In the medium growth scenario, some of the sites designated as PIL and other appropriate sites would be designated for redevelopment to provide mixed use neighbourhoods for homes and new jobs. Some jobs will be retained in the established industrial areas such as Mandela Way however there would be opportunities to create some new jobs in different sectors in mixed use development.

In this scenario, there would also be more opportunities to provide new retail in the form of smaller units to create a better high street environment. Some of the larger supermarkets may remain operational for longer periods in this scenario limiting the opportunity for a significant change to the retail environment in the short term.

Theme 4: Well-being: The best start in life and healthy active lifestyles

The medium growth scenario would put demands on the provision of new primary and secondary schools, nurseries, health facilities and children's play space. The AAP would need to encourage a coordinated approach to deliver these facilities in line with phased development. There are some opportunities in this scenario to attract new cultural and leisure facilities. However it would be difficult to accommodate new facilities and improve the attractiveness of the area with some retention of large scale industrial areas.

Theme 5: Getting around

The Bakerloo Line extension is less likely in this scenario as the option would deliver a lower level of development at medium densities. There would be fewer opportunities to generate funding and the overall rationale for the delivery of major infrastructure would not be as strong as in the high growth scenario. The level of car parking in the area could be reduced. There would be improvements to the Old Kent Road highway, improving facilities for buses, cyclists and pedestrians which would help 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 safe and convenient routes for pedestrians and cyclists.

In mixed use development, servicing for new employment uses will be an important component of scheme design and to reduce the impact of servicing and heavier traffic on adjoining residential development.

Theme 6: Cleaner, greener, safer

In this scenario opportunities for new areas of public open space, green links or SUDS could be limited to smaller areas as there would less development and funding to deliver large areas of new green space.

Option C: High growth

6.2.8. 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 along the Old Kent Road corridor towards Lewisham. The majority of existing industrial areas 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 5,000 new jobs. The more well-established uses in the Old Kent Road corridor would be expected to deliver new homes and jobs in the later parts of the plan period.

Theme 1: Quality affordable housing

The addition of 20,000 new homes would contribute significantly to the council's housing target and respond to housing needs for new affordable homes, private rented and privately owned homes. In a 20 year plan period, this would provide almost half the total amount of homes Southwark needs to deliver per year. Each development scheme would be expected to deliver 35% affordable housing on site therefore there is increased potential to help deliver affordable homes. The AAP would need to direct existing PIL's to transition to mixed use neighbourhoods providing the opportunity to delivery high quality homes and jobs accompanied by new public spaces, new pedestrian and cycle links and community facilities such as schools, health centres and leisure facilities. The full scale transition of PIL's would ensure that sites can be delivered in a coordinated way, promoting higher quality and well designed new homes that transforms the built environment. Residential amenity is likely to be improved in this scenario due to the ability to deliver larger scale sites with appropriate consideration for a quiet, pleasant residential environment. However this will need to be carefully managed in mixed use schemes so that employment and residential uses are appropriately located on the site to limit compatibility issues such as traffic, noise or dust. There will need to be appropriate consideration for the impact of new residential development on existing residents in scheme designs close to existing residential development, such as access to daylight and sunlight and preventing overlooking.

Theme 2: Revitalised neighbourhoods

The delivery of 20,000 new homes, new transport infrastructure, new jobs, new retail and community facilities would result in the transformation of Old Kent Road and the ability to create revitalised neighbourhoods. The designation of PIL's as mixed use neighbourhoods through larger site allocations would allow for place-making principles to be applied on a larger scale to revitalise the area. In this scenario, it would be more likely that new parks, green spaces and green links could be provided such as opening up the former Surrey Canal route as a new pedestrian and cycle link. The historical street pattern could also be comprehensively reintroduced to the PIL's through redevelopment, providing connections to the surrounding street network. Development fronting the Old Kent Road would have the opportunity to generate activity at ground floor level and create strong street frontages. This would create a more human scale environment and improve public realm. There would be a need to create more tall buildings in this scenario to achieve the scale of development required which would need to carefully designed and the AAP should guide suitable locations for tall buildings. There would be clusters of tall buildings on the Old Kent Road and in the hinterland behind, particularly where these are focused around new public spaces. The AAP would need to provide detailed policies to reinforce place-making principles to coordinate development and provide guidance on public realm enhancement and criteria for tall buildings.

Theme 3: Strong local economy

In the high growth scenario, all sites designated as PIL and other appropriate sites would need to be designated for comprehensive redevelopment to provide a substantial number of new homes and jobs. It is important that such redevelopment would not result in the loss of jobs compared to the existing 9,500 jobs currently provided in the opportunity area in the retail, community and employment 'B class' uses. This scenario would also seek to deliver 5,000 new jobs in the opportunity area however the nature of the industrial areas which

provide a proportion of these jobs currently may be considerably altered. The area has capacity to deliver the high growth scenario in the long term however this will need to be delivered at significantly higher densities and in a predominantly mixed use environment. There is a risk that some of the traditional industrial sectors in the Old Kent Road would not be suited to a mixed use environment and may be incompatible with adjoining residential development. The AAP would need to facilitate mixed use development to accommodate a range of sectors to provide jobs in a carefully managed way. There would be retained industrial areas around south east Bermondsey and the ability to maximise the potential of railway arches to provide new business premises and jobs.

In this scenario, there would also be significantly more opportunities to provide new retail in the form of smaller units to create a better high street environment. There could still be scope for larger supermarkets to service the area within mixed use development however there would be a significant reduction in car parking and more pedestrian friendly street frontages.

Theme 4: Well-being: The best start in life and healthy active lifestyles

The high growth scenario would put considerable demands on the provision of new primary and secondary schools, nurseries, health facilities and children's play space. The AAP would need to 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, such as a cinema, theatres, new cafes, restaurants and art galleries which will enhance the vitality and perception of the area as a cultural destination. In the high growth scenario there would also be the possibility of encouraging a major educational institution such as a University which would further provide jobs and create a thriving new community.

Theme 5: Getting around

The Bakerloo Line extension and two new stations along the Old Kent Road would significantly improve the accessibility of the area and provide rapid connectivity to the city. The BLE would be a vital component of the AAP in order to support the delivery of the scale of development envisaged. The level of car parking in the area would be drastically reduced and new schemes would be expected to be car free in the majority of cases. There would be considerable improvements to the Old Kent Road highway, improving facilities for buses, cyclists and pedestrians which would help 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 safe and convenient routes for pedestrians and cyclists.

In mixed use development, servicing for new employment uses will be an important component of scheme design and to reduce the impact of servicing and heavier traffic on adjoining residential development.

Theme 6: Cleaner, greener, safer

In this scenario meaningful new areas of public open space or green links could be delivered through larger site allocations and a coordinated approach to redevelopment. For example, green spaces could be introduced around Mandela Way and the gas works where land has previously been inaccessible to the public. The former Surrey Canal could also be created into a green corridor linking together the two sides of the Old Kent Road. Larger areas of Sustainable Urban Drainage Systems (SUDS) could be coordinated in this way to help alleviate flood risk 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.

6.3.   What have the options identified?

6.3.1. The assessment of options is based on the 6 policy themes which meet the vision and objectives of the AAP. Each option is considered against the 17 identified IIA objectives incorporating SEA objectives, sustainability, health and equality. The full appraisal can be found in **Appendix 4**. The assessment considers a wide range of criteria for each objective and the list of questions highlighted in Table 5.1 is not exhaustive. The assessment summarises the impacts and gives an overall score based on the opportunities the AAP could offer in each scenario. The following summary explains the results and gives a qualitative analysis of the complexities and challenges surrounding each scenario.

6.3.2. Option A (the business as usual scenario) generally demonstrated more minor negative or neutral effects when tested against a variety of objectives. In the longer term, the effect of limited intervention to policies in the opportunity area demonstrated negative effects. This was due to the limited potential which could be achieved across the OA in terms of supporting new development that could have a positive impact on communities.

6.3.3. Retaining the majority of PIL's may be successful for the shorter to medium term depending on how well established existing businesses are, however longer term trends demonstrate a decline in demand for industrial land, a decline in the manufacturing and warehousing employment sectors and a move towards demand for smaller, more flexible workspaces. This would accommodate the growing sectors of the technical, professional, digital and service economy. In the long term therefore vast areas of industrial land may no longer be in significant demand in a central London location. Combined with the pressure of the outwards expansion of the CAZ and rising land values, the area is already experiencing the impact of market forces. Without accommodating the current and future economy changes in the opportunity area, which is part of an expanding London economy, there could be negative effects in terms of unemployment and opportunities for young people for training and apprenticeships.

6.3.4. Retaining the policy designations for PIL's significantly impact the ability for the AAP to deliver new homes as these would not be appropriate in the PIL's. There is a risk that new homes that could be provided may be incompatible with the surrounding industrial land if smaller proportions of the PIL's were to be released or suitable alternative land is located adjacent to the PIL's. The council is required to meet ambitious targets for building new homes and is committed to the delivery of new affordable homes for local people. With a lower number of homes to be provided, there is less likely to be significant improvements to public realm in a predominantly industrial area, and limited improvements to health, community, green space and education facilities. Such facilities are likely to be either provided on a more site specific basis or based on financial contributions to improve existing services. This may have minor negative impacts on the health and wellbeing of the population if this is not delivered in a coordinated way limiting the ability for the OA to improve in terms of levels of deprivation and crime. This particularly affects more vulnerable groups such as young people, older adults and those with special health needs.

6.3.5. The OA is currently adversely affected by high levels of pollution and the Old Kent Road is a busy road with the private car being the dominant mode of transport in the area. This has considerable detrimental effects of the health of the population particularly in terms of exposure to pollutants and safety for people. In Option A, there would be fewer opportunities to adopt modal shift, including improving public transport and encouraging better walking and cycling routes. The retention of large areas of industrial land would limit the opportunity to improve the pattern of streets and legibility in the area and car use would remain prevalent.

6.3.6. Option A introduced positive effects in terms of maintaining existing community networks, for example through retaining faith premises which service a wide range of religious groups. In addition, similar population levels in the area would generate less environmental impact including short term contributions to climate change through construction, less generation of waste and less water consumption. Less development would also reduce vulnerability to flooding and is less likely to impact on the setting of heritage assets.

6.3.7. The AAP process introduces many ways in which the OA can significantly improve the benefits for local communities and respond to changing circumstances. Options B and C outline medium and high density growth scenarios which introduce some more positive effects when measured against the IIA objectives.

6.3.8. Option B generally identifies minor positive effects however these are limited to certain areas within the OA that could come forward for redevelopment. Option B contains more uncertainty and the evolution and delivery of the plan in this scenario could encompass a range of outcomes. Whilst encouraging the improvements of place-making principles and public realm in this scenario, there would also be limited change in some parts of the well-established areas of PIL. This may create a zoning approach to residential and industrial land. This could have positive impacts in the short term to retain existing jobs in industrial sectors however the lack of direction for change in some parts of OA may reduce certainty other parts of the OA. There may be less modal shift occurring as a result of retained industrial areas. Due to some well established uses fronting the Old Kent Road this may limit the opportunity to create a new high street environment and improve the public realm and townscape enhancement in certain locations.

6.3.9. Option C presents the scenario in which the most change would occur by the delivery of 20,000+ new homes, the BLE, 5,000 new jobs, new green spaces and a new high street retail environment. This option would include the loss of PIL's and a transition to mixed use neighbourhoods to accommodate high density development. Whilst there would be a move away from safeguarding industrial employment land the scenario introduces the opportunity to cater for jobs in the growing sectors of the economy and increase the overall number of jobs in the area. The assessment identified numerous positive effects including the improvement of job opportunities for young people in sectors of the economy where jobs are expected to grow.

6.3.10. Option C introduces the opportunity for widespread change to place-making principles across the entire OA and the creation of improved legibility and connectivity through the creation of new streets, green spaces and improvements to the public realm. The provision of 20,000 new homes increases the opportunities to provide decent homes for people in a range of housing needs such as families, older people and people with specialist needs such as those with learning or physical disabilities. There would also be a range of tenures and types of new housing including affordable housing which would significantly help to address housing needs.

6.3.11. The transport improvements which would occur in this scenario allow considerable change to the modal share in the area, decreasing the reliance on the private car and decreasing heavy vehicular traffic associated with industrial estates and large retail parks. There would be significant improvements to Old Kent Road corridor, including improvements to the surface transport functions such as buses, new cycle lanes, junction improvements, road safety and pedestrian crossings. The provision of the BLE would significantly improve accessibility and connectivity to central London reducing the need for car parking in new developments. The significant improvements to transport infrastructure would benefit the health and safety of the population, particularly those who are more likely to be affected by road traffic incidents and improve physical activity. The levels of air pollution and land contamination would also be expected to decrease, and the means of reducing contributing factors to climate change would increase, improving public health.

6.3.12. Option C presents a number of challenges. The impact of the loss of designated industrial land would need to carefully managed in the AAP so that overall jobs are not lost and that essential services are still provided contributing to the central London economy. The provision of high levels of growth would require new development to achieve high density and provide a mix of uses. The incorporation of tall buildings and high density development in mixed use would need to be carefully guided in terms of design and layout to achieve a high quality environment and public realm. The impact on existing heritage assets would also require careful management. The levels of change envisaged in this scenario would need to secure overall positive benefits for community cohesion particularly as new residential development will sit in close proximity to existing established neighbourhoods and housing estates. The levels of new development would need to be carefully managed in terms of environmental impacts such as flood risk, effective use of water resources and minimising waste.

6.4. Which option was chosen for the AAP and why?

6.4.1. The options above, which in turn incorporate a range of options for policy development within each, were considered comprehensively in the issues and options stages of the plan preparation. This took place in the year preceding the publication of the draft plan which included consultation and liaison with a wide range of stakeholders and collecting and analysing the evidence base. The options have been considered in collaboration with TFL and the GLA, and regular community forums have been held to discuss the issues for the plan in each topic area and to help explore different options.

6.4.2. The AAP has been prepared according to the principles outlined in Option C. 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.

6.4.3. Option A demonstrates that little change would be expected to occur in the OA, and the AAP would have limited impact to influence market forces and changes to the economy in the long term. The council considers a more proactive strategy would be required, particularly to make efficient and effective use of land in a key location on the fringe of central London and help to deliver the homes, jobs, health, education and community facilities necessary to create a revitalised vision for the Old Kent Road.

6.4.4. Option B accommodates medium growth which would go some way to achieve these benefits. The key difference between Option B and C is likely to be the rate of change, in that redevelopment of some industrial areas and retail parks may take longer to come forward and some may not come forward at all within the plan period. The retention of industrial land in key locations in the OA may limit the opportunities to provide benefits across the entire OA in terms of creating a high quality environment, and limit the opportunities to provide meaningful areas of new green space. For example, the community forum gave positive feedback for the provision of new parks within Mandela Way and the gas works site, which would be unlikely to come forward for redevelopment in this scenario. The levels of development may not be able to support larger parks which are fundamental in the public realm improvements to support new homes. There may be some conflict in the objectives in the zoning approach which may not be compatible in a growing London. Additionally significant transport improvements such as the Bakerloo Line extension would be less likely to come forward.

6.4.5. It is considered the AAP would provide the most benefits to communities in the implementation of Option C. 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 the most 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 is likely to bring adverse environmental impacts which could affect residential amenity and climate change.

6.4.6. Option C would require significant change to existing industrial areas and in the short term could lead to a loss of jobs in these sectors and loss of the existing servicing and manufacturing economy in the OA. The impact of this should be addressed carefully in the evolution of policies to ensure mixed use development can accommodate a range of new employment sectors and opportunities to the area, whilst accommodating ensuring existing businesses have the opportunity to relocate within the OA. The delivery of the high growth option would also need to include high density development including tall buildings, and the AAP would need 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. The business clusters 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 three character areas, in the north, south and central parts of the OA. Site allocations are also considered within the character areas, setting out the expected uses, capacity and phasing and implementation. The full appraisal of the policy themes and character 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 particularly in relation to the development of mixed used communities. These benefits will be seen in the short to medium term, particularly as good quality housing is brought forward with associated infrastructure and public realm improvements. However the long term effects are anticipated to bring stronger benefits as the OA becomes increasingly incorporated into central London functions through the extension of the CAZ and providing 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 and buses 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 SUDS 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.

7.3.2. Whilst it is acknowledged economic and employment trends are changing in the area, there is a risk that some industrial land and associated jobs would be lost in the short term, particularly if development occurs outside of the business clusters.

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 in some cases 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.

7.4.3. The effects of pluvial and surface water flooding in the OA to achieve the level of development envisaged would need to be carefully considered to reduce the impact of flood risk and improve safety for local people.

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 with the lack of detailed information on individual sites. Providing that suitable mitigation measures are applied to individual proposals it is considered that the potential negative impacts will remain minor and, with the development of new technologies and regulations, could even be reduced further over time. Cumulative impacts may also be positive – for example several minor positive impacts on open space and biodiversity could lead to a major positive impact for 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 Core Strategy or Supplementary Planning Documents (SPDs) or in 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 is exploring the opportunities for an Integrated Water Management Strategy with Thames Water and the GLA for the opportunity area to manage future demand.

7.6.3. It is anticipated that additional jobs could be provided within the OA. The AAP retains some industrial land in the central area to ensure industrial functions are maintained and additional space in railway arches can be utilised. The business clusters will also help to ensure meaningful employment space is provided in centralised locations to help 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.

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?

IIA PRODUCTION STAGE	TIMETABLE
Consideration of the responses to the consultation on the draft Old Kent Road AAP and the interim IIA report.	September to December 2016
Preparation of the final IIA report to accompany the publication version of the Old Kent Road AAP.	2017
Consultation on Old Kent Road AAP publication version and draft final IIA report	2017
Adoption of the AAP and publication of the final IIA report.	2018

8.2.   How will the plan be implemented?

8.2.1. The AAP sets out the vision for the type of place the Old Kent Road should be in the future. The AAP will shape the development of the Old Kent Road for the next 20 years by providing a list of clear objectives to guide development to the right place at the right time. The plan sets out what should be achieved in different places in the area and directs development to shape these areas. We will ensure the AAP is implemented by working with the local community and businesses, developers, Lewisham Council, GLA, TFL and other partners to deliver the plan. We will also explore joint governance arrangements with our partners to reflect the commitment to supporting growth and supporting the Bakerloo Line extension.

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. The SCI was developed by working with many local people, businesses, voluntary and community organisations, councillors and statutory organisations. The SCI includes: information on different consultation methods; how to overcome barriers to involve different groups and; the consultation process for both planning policy documents and planning applications. Involving the community at the earliest stage possible in the planning process helps to implement development that is wanted and needed by the community.

8.2.4. New development also needs to be supported by adequate social, physical and green infrastructure. This includes: social infrastructure such as schools, health and other community facilities; physical infrastructure such as transport and utilities; green infrastructure such as parks and open spaces. Where infrastructure is needed to support development, it should be provided along side it. Development should not be permitted unless essential infrastructure can be completed prior to occupation of the new development.

8.2.5. We will continue to work in partnership with infrastructure providers, including both internal council departments and external agencies, throughout the development of the AAP/OAPF to identify infrastructure required to facilitate the development set out in the plan.

8.2.6. We will use S106 planning obligations/CIL to overcome negative impacts of development and to make sure that infrastructure needed to support development is provided. We will use planning obligations in accordance with government guidance, set out in the CIL Regulations. We have an approved Planning Obligations/CIL SPD which explains our policies in more detail and sets out a series of standard charges to be applied to development. Through implementing this SPD and collecting CIL we will secure financial contributions to mitigate the impacts of development. We will also undertake a review of the CIL in the OA to maximise funding available for infrastructure and review the CIL regularly to ensure it reflects changing values.

8.3. Links to other tiers of plans, programmes 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. We are preparing the New Southwark Plan to replace the Core Strategy and saved local plan policies. The Local Development Scheme (available on our website) sets out the programme for the production of documents.
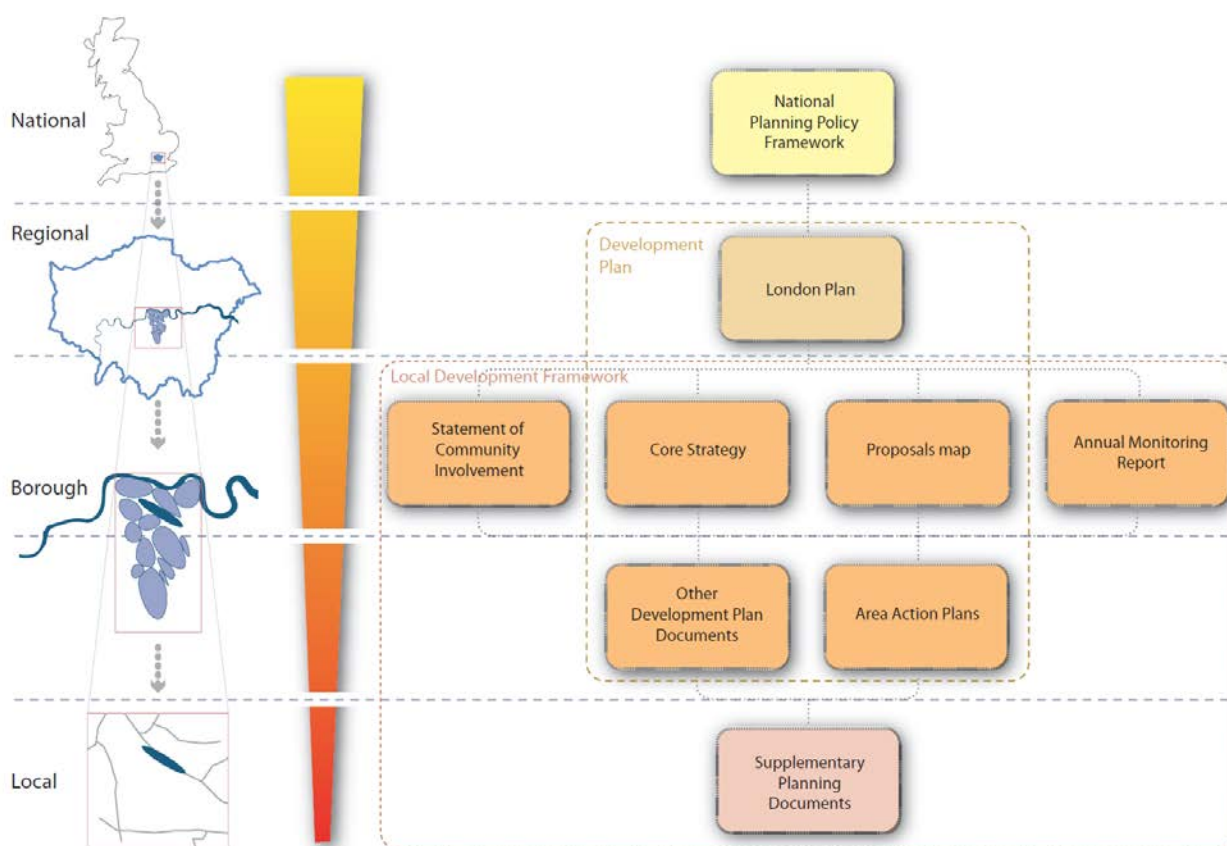

Figure 8.1

8.3.2. It should be noted that local planning policy is produced within a framework set by national and regional government planning guidance such as the NPPF and the London Plan. This guidance indicates the broad principles that local policy should adopt. For example, the London Plan identifies the Old Kent Road as an opportunity area which is expected to

deliver new homes, jobs and infrastructure to be determined in more detail in a local level plan (the AAP).

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. This report has identified indicators that should be used to monitor the AAP. 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 secured funding on a project on enhancing the impact of planning policy on health outcomes. This will develop an enhanced evidence base to inform and monitor the Old Kent Road policies and the research will be developed over the next two years, with ongoing monitoring of health impacts to follow. The approach to the project has been informed by the Mental Well-being Impact Assessment screening (**Appendix 6**).

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
Exploration of options and consultation		
Richard Lee OKR People	Consultation that has been undertaken does not allow enough time for a full exploration of options with local residents and businesses.	The council undertook informal consultation exploring issues and options over approximately one year, discussing options with local residents in the regular community forum meetings with time for feedback and reflection in each meeting.
Richard Lee	The objectives identified in the scoping report are used to identify options but this document was published earlier this year with little time to consider other options with the community.	The objectives in the scoping report were formulated both with reference to the discussions in the community forum on social, environmental and economic issues and by certain requirements set by legislation such as the SEA regulations. As consultation concluded in March the council has adequate time to consider the options that have evolved and whether the objectives are appropriate following consultation on the scoping report when preparing the draft plan for publication in June.
Richard Lee	The council employed Allies and Morrison Urban Practitioners to develop a masterplan where two options were presented to the community forum with little time for appropriate analysis and comments.	The place-making study is a key part of the evidence base but does not represent a masterplan for the area. It guides place-making principles for new development and explore opportunities for cohesion across the whole opportunity area. The results of the 'planning for real' exercise allowed many discussions to take place and smaller groups created different visions across the areas. This was fed back visually and verbally to subsequent forum sessions demonstrating the many various options explored by local people. These sessions were also guided by previous comments and suggestions from the forum on the thematic issues explored in earlier sessions.
Friends of Burgess Park	How does the Allies and Morrison work fit in to the plan making?	

Jeremy Leach	The AAP needs to ensure the voices of under-represented groups are considered in the plan development.	Suggestions for consultation noted. Opportunities for consultation with a wide range of groups will be continued at formal stages of publication.
Richard Lee OKR People	The East Walworth ward should be removed from the opportunity area boundary as it contains many council housing estates which would not be development sites.	The East Walworth ward borders the Old Kent Road itself highlighting importance for road safety and transport infrastructure improvements in particular. It also includes non-residential sites along the road corridor which may be suitable for redevelopment.
Heiko Steinmann	As a resident of the East Walworth Ward along the OKR the envisaged developments and tube stops along the OKR are welcomed. The East Walworth Ward should be included in the whole planning process.	Support noted.
Friends of Burgess Park	People currently living in Council property are worried that they might find their buildings redeveloped as has happened and is happening to the Heygate and the Aylesbury with implications for local communities and affordability. The speed of change across the central area of Southwark is now happening extremely fast and understanding all the implications of all the activity is very difficult.	Noted. The OKR AAP has focused to date on the redevelopment of retail and industrial land. Local communities are encouraged to participate in the plan-making process and it is important consultation reaches a wide range of groups particularly in delivery and monitoring of plan objectives.
Baseline data		
Richard Lee	The baseline data is partial and prejudicial in relation to housing (affordable housing types are not distinguished) and some issues such as education and health are not at an appropriate local scale.	The baseline data for housing, health and education is based on statistics and available information for the area. Affordable housing encompasses a range of types and tenures including social and affordable

		rented. The needs for the opportunity area in terms of education and health facilities will be carefully considered in the plan.
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.	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.

Richard Lee CASS Cities	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.	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.
CASS Cities	SME's are a key component of Southwark's economy. Will the Council commit to expanding all types of space required to accommodate SMEs?	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.
Southwark Studios	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.	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.
Historic England	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	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

	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.	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.
Environment Agency	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.	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.
Scotia Gas Networks	The OKR AAP should re-evaluate the existing allocation for the gasworks site.	The gasworks site is included in the OA and will be considered in the AAP.
Water efficiency and management		
Thames Water	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.	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.
Transport		
TFL Taxi and private hire	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.	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.

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.
Green space		
CASS Cities	CASS Cities research shows the OKR area to be above the London average for green space rather than under-served as reflected in the scoping report.	The open space baseline information refers to the Southwark Open Space Strategy sub-area rather than ward data, in which the proximity of Burgess Park is recognised. The Cass study area has been drawn to include the park, but excludes other neighbourhoods served by the park so may not be fully representative.
Jeremy Leach	The low provision of green space in the area demonstrated innovative ways need to be found to create useable and accessible open space in the OKR area.	Noted and will be evolved through policies in the AAP.

Friends of Burgess Park	The IIA which seems very comprehensive although it talks about children and young people but does not specifically mention early years provision or access to open air sports or gym facilities. Access to Burgess Park is mentioned plus green routes and linking Burgess Park to Southwark Park. Limited green space in the area is noted as it the need for increasing provision. Shortage of play facilities in the area also noted.	Nurseries and early years education is mentioned at the Community Uses section (page 23). Sports and gym facilities are mentioned under Commercial Leisure Uses (page 33). New and improved provision of these facilities will be encouraged in the AAP.
Comparison of IIA Objectives		
TFL Borough Planning Jeremy Leach	The links between IIA 3 and IIA 16 could be made clearer.	The links between improved transport facilities particularly walking and cycling and improvements to public health have been made clearer throughout the report. The objectives are noted as compatible in the IIA.
Richard Lee	Whether the objectives are compatible with each other will depend upon formulation of policy as well as implementation.	It is appreciated that the interaction of objectives is complex and assumptions made cannot pick up every eventuality of how policies will interact with several objectives. However it is considered good practice to undertake a high level comparison in order to anticipate areas where incompatibility may arise.
Key environmental, health and equality issues (Table 4.1)		
TFL Borough Planning	The links between health and transport should be strengthened as transport choice is an increasingly important factor in health.	The links between healthy lifestyles and active forms of travel have been added to Table 4.1 in the IIA. The strong links between walking and cycling and health benefits are noted in the IIA.
TFL Borough Planning Richard Lee CASS Cities	A number of suggestions for alterations or additions to Table 4.1 have been suggested by respondents.	The additional issues identified are noted and taken into account in the IIA. Many of the additional issues identified are already covered by broader issues

		identified in Table 4.1 however some points have been further clarified or added.
Jeremy Leach Historic England Environment Agency		

Methodology		
CASS Cities	How does the system of symbols employed to represent findings help in the decision making process?	The identification of major and minor impacts is good sustainability appraisal practice and allows reasonable alternatives to be understood and the reasons for choosing a preferred option explained. The findings across objectives are not compared quantitatively. The IIA gives further qualitative analysis of options and policies when measured against the objectives.

IIA Objectives (Table 5.1)		
TFL Borough Planning Richard Lee CASS Cities Jeremy Leach Historic England Environment Agency Friends of Burgess Park	A broad range of new questions and additional monitoring measures were suggested.	A broad range of new questions and additional monitoring measures have been added to Table 5.1 in the IIA where this is considered appropriate. The questions to consider in Table 5.1 are intended to help those carrying out the assessment and the report reader to interpret the IIA objectives as they apply to the subject matter of the AAP. They are not exhaustive. We can therefore consider the suggested additional questions whilst carrying out the assessment where they relate to the scope of options and policies under consideration and where assumptions can be drawn from the evidence base.
CASS Cities	The IIA objectives thoroughly highlight the issues that face any area challenged with projecting a future for itself, but do not appear to be particularly tailored towards the Old Kent Road.	The objectives do represent issues in common with other areas but the pertinent data in the baseline, emerging studies and consultation are considered in more detail in the IIA to understand local issues.

Additional plans, strategies and programmes		
TFL Borough Planning Friends of Burgess Park Historic England Environment Agency	The council received suggestions for updates and additions to Appendix 1 of the scoping report.	All suggestions for updates and additional documentation have been taken into account in Appendix 3 of the IIA.
Richard Lee CASS Cities	The work completed by neighbourhood forums and University studies should be included in the baseline.	The Appendix also includes an additional neighbourhood tier of documents whereby research and reports prepared by Universities and neighbourhood forums is included and considered in the preparation of the plan and IIA. The document can be updated as additional plans and projects are published.
Monitoring		
CASS Cities Richard Lee	Monitoring should include a longitudinal study of the impacts of the regeneration on existing residents and businesses. Will the Potential Monitoring Indicators be used in future monitoring?	Monitoring will be longitudinal in nature as it will be carried out continuously over a long time period and through authority annual monitoring reports. The potential indicators in Table 5.1 will pick up impacts to both existing and new residents and businesses. The IIA considers impacts on social networks as part of the analysis and assessment. Future monitoring indicators are provided.
	The IIA could contain more statistical information from the evidence base to minimise the chance of misinterpretation in future monitoring	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.

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

The Strategic Environmental Assessment Regulations 2004 requirements checklist

Strategic Environmental Assessment Regulations requirements checklist	Plan-making stage
Preparation of environmental report (regulation 12) 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)). 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)). When deciding on the scope and level of detail of information to be included in the environmental report the consultation bodies should be consulted.	Stages A-C as described in Table 2.1 of the IIA.
The information referred to in Schedule 2 is: a) An outline of the contents, main objectives of the plan or programme, and relationship with other relevant plans and programmes.	Stage A as described in Table 2.1 of the IIA – Scoping stage.
b) The relevant aspects of the current state of the environment and the likely evolution thereof without implementation of the plan or programme.	Stage A as described in Table 2.1 of the IIA - Scoping stage.
c) The environment characteristics of areas likely to be significantly affected.	Stage A as described in Table 2.1 of the IIA - Scoping stage.

d) Any existing environmental problems which are relevant to the plan or programme including, in particular, those relating to any areas of a particular environmental importance, such as areas designated pursuant to Directives 2009/147/EC (Conservation of Wild Birds) and 92/43/EEC (Habitats Directive).	Stage A as described in Table 2.1 of the IIA - Scoping stage.
e) The environmental protection objectives, established at international, Community or national level, which are relevant to the plan or programme and the way those objectives and any environmental considerations have been taken into account during its preparation.	Stages A-B as described in Table 2.1 of the IIA.
f) The likely significant effects on the environment, including on issues such as biodiversity, population, human health, fauna, flora, soil, water, air, climatic factors, material assets, cultural heritage including architectural and archaeological heritage, landscapes and the interrelationship between the above factors. These effects should include secondary, cumulative, synergistic, short, medium and long-term permanent and temporary, positive and negative effects.	Stage B as described in Table 2.1 of the IIA. (Section 6 of the IIA).
g) The measures envisaged to prevent, reduce and as fully as possible offset any significant adverse effects on the environment of implementing the plan or programme.	Stages B-C as described in Table 2.1 of the IIA. (Sections 6 and 7 of the IIA).
h) An outline of the reasons for selecting the alternatives dealt with, and a description of how the assessment was undertaken including any difficulties (such as technical deficiencies or lack of know-how) encountered in compiling the required information.	Stages A-C as described in Table 2.1 of the IIA. (Scoping and Sections 6 and 7 of the IIA).
i) A description of measures envisaged concerning monitoring in accordance with regulation 17.	Stages A-C as described in Table 2.1 of the IIA. (Scoping and Section 8 of the IIA).
j) A non-technical summary of the information provided under the above headings.	Stage C as described in Table 2.1 of the IIA. (Non-technical summary of the IIA).

Consultation procedures (regulation 13) 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.	Stages A-D as described in Table 2.1 of the IIA.
Information as to adoption of plan or programme (regulation 16) 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: • the plan or programme adopted • the environmental report • a statement summarising: (a) how environmental considerations have been integrated into the plan or programme; (b) how the environmental report has been taken into account; (c) how opinions expressed in response to: (i) the invitation referred to in regulation 13(2)(d); (ii) action taken by the responsible authority in accordance with regulation 13(4), have been taken into account; (d) how the results of any consultations entered into under regulation 14(4) have been taken into account; (e) the reasons for choosing the plan or programme as adopted, in the light of the other reasonable alternatives dealt with; and (f) the measures that are to be taken to monitor the significant environmental effects of the implementation of the plan or programme. (regulation 16)	Stage E as described in Table 2.1 of the IIA (to follow).

Monitoring of implementation of plans or programmes (regulation 17) 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).	Stage E as described in Table 2.1 of the IIA (to follow).

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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)	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. The six targets cover: • Full implementation of EU nature legislation to protect biodiversity • Better protection for ecosystems, and more use of green infrastructure • More sustainable agriculture and forestry • Better management of fish stocks • Tighter controls on invasive alien species • A bigger EU contribution to averting global biodiversity loss The new Biodiversity Strategy follows on from the 2006 Biodiversity Action Plan.
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 Sates 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)	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. 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. 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
EU Sustainable Development Strategy 2002	The overall aim of the EU Sustainable Development Strategy is to identify and develop action to enable the EU to achieve a continuous

Plan, Strategy or Programme	Summary of objectives and targets
(revised 2006) (reviewed 2009)	long-term improvement of quality of life through the creation of sustainable communities able to manage and use resources efficiently, able to tap the ecological and social innovation potential of the economy and in the end able to ensure prosperity, environmental protection and social cohesion
EU Directives	
Air Quality Directive 2008/50/EC	This Directive is on ambient air quality and cleaner air for Europe and includes the following key elements: • The merging of most of existing legislation into a single directive (except for the fourth daughter directive) with no change to existing air quality objectives* • New air quality objectives for PM2.5 (fine particles) including the limit value and exposure related objectives – exposure concentration obligation and exposure reduction target • The possibility to discount natural sources of pollution when assessing compliance against limit values • The possibility for time extensions of three years (PM10) or up to five years (NO2, benzene) for complying with limit values, based on conditions and the assessment by the European Commission. *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.*
Assessment and Management of Environmental Noise (END Directive 2002/49/EC)	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: • the determination of exposure to environmental noise, through noise mapping • provision of information on environmental noise and its effects on the public • adoption of action plans, based upon noise mapping results, which should be designed to manage noise issues and effects, including noise reduction if necessary • preservation by the member states of environmental noise quality where it is good. The Directive requires mapping and action planning in relation to noise from major roads, major railways, major airports and in agglomerations (large urban areas).
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)	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; This Directive lays down requirements as regards : (a) the general framework for the energy performance of buildings; (b) the application of minimum requirements on the energy performance of new buildings; (c) the application of minimum requirements on the energy performance of large existing buildings that are subject to major renovation; (d) energy certification of buildings; and (e) regular inspection of boilers and of air-conditioning systems in buildings and in addition an assessment of the heating installations in which boilers are more than 15 years old.
Environmental Impact Assessment (EIA) Directive (2014/52/EU)	The newly amended Environmental Impact Assessment (EIA) Directive (2014/52/EU) entered into force on 15 May 2014 to simplify the 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

Plan, Strategy or Programme	Summary of objectives and targets
	and private investments more sound, more predictable and sustainable in the longer term.
	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.
Floods Directive (EU Directive 2007/60/EC)	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.
Groundwater Directive (EU Directive 2006/118/EC)	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: (a) criteria for the assessment of good groundwater chemical status; and (b) criteria for the identification and reversal of significant and sustained upward trends and for the definition of starting points for trend reversals. 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.
Landfill Directive 1999/31/EC	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. 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.
Promotion of the use of Biofuels or other Renewable Fuels for Transport (EU Directive 2003/30/EC)	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
Renewable Energy (EU Directive 2009/28/EC)	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.
Strategic Environmental Assessment (SEA Directive 2001/42/EC)	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: • are prepared for agriculture, forestry, fisheries, energy, industry, transport, waste/ water management, telecommunications, tourism, town & country planning or land use and which set the framework for future development consent of projects listed in the EIA Directive, or • have been determined to require an assessment under the Habitats Directive.
Urban Waste Water Directive (91/271/EEC)	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)
Waste Framework Directive (2008/98/EC)	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.
Water Framework Directive	The purpose of this Directive is to establish a framework for the protection of inland surface waters, transitional waters, coastal waters

Plan, Strategy or Programme	Summary of objectives and targets
(EU Directive 2000/60/EC)	and groundwater. All inland and coastal waters to reach good ecological status by 2015. Indicates the importance of applying and developing SUDS policy.
Industrial Emissions Directive (Directive 2010/75/EU)	This directive commits European Union member states to control and reduce the impact of industrial emissions on the environment.

National

Plan, Strategy or Programme	Summary of objectives and targets
Legislation	
Air Quality Standards Regulations (2010)	These regulations transpose into English law the requirements of Directives 2008/50/EC and 2004/107/EC on ambient air quality
Building Regulations: England and Wales (Part L1A – Conservation of Fuel and Power, 2010 and 2013) and (Part G Sanitation, hot water safety and water efficiency, 2015) and Part H Drainage and waste disposal, 2015)	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). 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. 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.
Climate Change Act (2008)	The Climate Change Act creates a new approach to managing and responding to climate change in the UK, by: • setting ambitious, legally binding targets • raking powers to help meet those targets • strengthening the institutional framework • enhancing the UK's ability to adapt to the impact of climate change • establishing clear and regular accountability to the UK Parliament and to the devolved legislatures
Community Infrastructure Levy Regulations (2010) (as amended)	The Community Infrastructure Levy (the levy) came into force in April 2010. It allows local authorities in England and Wales to raise funds from developers undertaking new building projects in their area. The money can be used to fund a wide range of infrastructure that is needed as a result of development. This includes new or safer road schemes, flood defences, schools, hospitals and other health and social care facilities, park improvements, green spaces and leisure centres.
Civil Contingencies Act 2004 (CCA)	Legislation that aims to provide a single framework for civil protection. The Act and accompanying non-legislative measures, delivers a single framework for civil protection in the country. The National Flood and Coast Erosion Management Strategy (July 2011) require communities to prepare flood action plans and link with the Cabinet Office's initiative to develop wider community resilience to threats and hazards. Part 1 of the Act and supporting Regulations and statutory guidance establish a clear set of roles and responsibilities for

Plan, Strategy or Programme	Summary of objectives and targets
	those involved in emergency preparation and response at the local level. They are required to: • assess the risk of emergencies occurring and use this to inform contingency planning; put in place emergency plans; • put in place Business Continuity Management arrangements;
The CROW Act 2000	An Act to make new provision for public access to the countryside; to amend the law relating to public rights of way; to enable traffic regulation orders to be made for the purpose of conserving an area's natural beauty; to make provision with respect to the driving of mechanically propelled vehicles elsewhere than on roads; to amend the law relating to nature conservation and the protection of wildlife; to make further provision with respect to areas of outstanding natural beauty; and for connected purposes.
Energy Act 2011	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. 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.
Environmental Assessment of Plans and Programmes regulations 2004	Provides the regulations for the implementation of the Strategic Environmental Assessment Directive (EU/2001/42/EC) for certain plans and programmes that are likely to have significant environmental impacts
Environmental Noise (England) Regulations 2006 (as amended)	The regulations transpose the EU Directive 2002/49/EC that relates to the assessment and management of environmental noise.
Growth and Infrastructure Act 2013	An Act to make provision in connection with facilitating or controlling the following, namely, the provision or use of infrastructure, the carrying-out of development, and the compulsory acquisition of land; to make provision about when rating lists are to be compiled; to make provision about the rights of employees of companies who agree to be employee shareholders; and for connected purposes
Human Rights Act 1998	An Act to give further effect to rights and freedoms guaranteed under the European Convention on Human Rights
Local Democracy, Economic Development and Construction Act 2009	The Act seeks to create greater opportunities for community and individual involvement in local decision-making. It also provides for greater involvement of local authorities in local and regional economic development
Local Government Act 2000	This act received Royal Assent in July 2000 and is made up of three parts: • Part I introduces a new power for local authorities to promote the economic, social or environmental wellbeing of an area. • Part II requires that all local authorities move away from the traditional committee style of decision making in which all members had a formal decision-making role, to one of four executive models. These are; leader or cabinet, mayor or cabinet, mayor or council manager, or alternative arrangements. • Part III introduces a new ethical framework for councils, including a requirement to adopt a code of conduct for members and implement a standards committee. The general functions of the standards committee are to promote and maintain high standards of conduct within the local authority, and to assist members of the authority to observe the code of conduct.
Localism Act (2011)	An Act to make provision about the functions and procedures of local and certain other authorities; to make provision about the functions of the Commission for Local Administration in England; to enable the recovery of financial sanctions imposed by the Court of Justice of the European Union on the United Kingdom from local and public authorities; to make provision about local government finance; to make provision about town and country planning, the Community Infrastructure Levy and the authorisation of nationally significant infrastructure projects; to make provision about social and other housing; to make provision about regeneration in London; and for connected purposes.

Plan, Strategy or Programme	Summary of objectives and targets
Equality Act (2010)	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: • Age • Disability • gender reassignment • marriage and civil partnership • pregnancy and maternity • race • religion or belief • sex • sexual orientation
Flood and Water Management Act (2010)	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.
London Squares Preservation Act, 1931	This act identifies a London Squares which are to be provided protection from development.
Natural Environment White Paper (2011)	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.
Natural Environment and Rural Communities Act (2006)	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.
The Neighbourhood Planning (General) Regulations (2012)	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.
The Neighbourhood Planning (General) (Amendment) Regulations 2015	These Regulations amend the Neighbourhood Planning (General) Regulations 2012 which made provision for neighbourhood planning as provided in the Localism Act 2011
Planning Act (2008)	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

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 Sustainable communities: Delivering through planning which was published on 23 July 2002.
Planning and Energy Act (2008)	This Act allows local councils to set targets in their areas for on-site renewable energy, on-site low carbon electricity and energy efficiency standards in addition to national requirements. It requires developers to source at least 10% of any new building's energy from renewable sources.
Planning (Listed Buildings and Conservation Areas) Act (1990)	This Act consolidates certain enactments relating to special controls in respect of buildings and areas of special architectural or historic interest.
Pollution Prevention and Control Act 1999	This Act gives the Secretary of State the power to make regulations providing for a new pollution control system to meet the requirements of European Council Directives on Integrated Pollution Prevention and Control and for other measures to prevent and control pollution.
Sustainable Communities Act (2007) (Amendment) Act 2010	The Sustainable Communities Act 2007 provides local authorities and local communities with the opportunity to ask central government to devolve more power to them in order to improve the sustainability of their local area. The amendment improves the process to allow communities a greater say in how their proposed changes can happen
Town and Country Planning Act (1990)	The Town and Country Planning Act 1990 is an act of the British Parliament regulating the development of land in England and Wales
The Town and Country Planning (Environmental Impact Assessment) Regulations (2011)	These regulations are used to determine whether a planning application will require an Environmental Impact Assessment (EIA). These Regulations replace the Town and Country Planning (Environmental Impact assessment (England and Wales) Regulations 1999 (SI No. 293) ("the 1999 regulations") and subsequent amending instruments. The Town and Country Planning (Environmental impact Assessment) (Mineral Permissions and Amendment) (England) Regulations 2008 remain in force. These Regulations, except for the provisions relating to projects serving national defence purposes, extend to England only. The 1999 Regulations remain in force for Wales.
The Town and Country Planning (Environmental Assessment and Permitted Development) Regulations 1995	These Regulations are concerned with the further implementation in England and Wales of Council Directive 85/337/EEC.
The Town and Country Planning (General Permitted Development) (England) Order 2015	The main purpose of this Order is to grant planning permission for certain classes of development without any requirement for an application to be made under Part III of the Town and Country Planning Act 1990.
The Town and Country Planning (Compensation) (England) Regulations (2012)	The Town and Country Planning (General Permitted Development) (Amendment) (England) Order 2012 amends the Town and Country Planning (General Permitted Development) Order 1995 ("GPDO")
The Town and Country Planning (Compensation) (England) (Amendment)	The Town and Country Planning (Compensation) (England) Amendment) Regulations 2014 ("the Compensation Regulations") amend the Town and Country Planning (Compensation) (England) Regulations 2013 to limit the circumstances in which compensation is

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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)).
Planning Framework	
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
Government Strategies	
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.

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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 Committee1 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)	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: • clarifying the role of local authorities and the Director of Public Health in health improvement, health protection and population healthcare; • proposals for who is responsible for commissioning the different public health services; • the mandatory services local authorities will be required to provide; • the grant conditions we expect to place on the local authority public health grant; • establishing Public Health England as an Executive Agency to provide greater operational independence within a structure that is clearly accountable to the Secretary of State for Health; • clear principles for emergency preparedness, resilience and response.
The Sustainable Development Strategy for the NHS, Public Health and Social Care System	This strategy outlines a vision and three goals based on the challenges outlined above to aim for by 2020. It describes the opportunities to reduce our environmental impacts, improve our natural environment, increase readiness for changing times and climates and strengthen social cohesion. It also explores how this can be taken forward as a system and outlines specific areas of focus that can be used to guide action.
Departments of Health and Transport- Active Travel Strategy 2010	The Department of Health and Department for Transport jointly published a new Active Travel Strategy. The strategy highlights plans to put walking and cycling at the heart of local transport and public health strategies over the next decade. The guiding principles for the strategy are that walking and cycling should be everyday ways of getting around – not just for their own sake but also because of what they can do to improve public health, tackle congestion, reduce carbon emissions and improve the local environment
Healthy Weight Healthy Lives: A Cross 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

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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)	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: 1. to create the most competitive tax system in the G20; 2. to make the UK one of the best places in Europe to start, finance and grow a business; 3. to encourage investment and exports as a route to a more balanced economy; and 4. to create a more educated workforce that is the most flexible in Europe.
Mainstreaming sustainable development (2011)	This document sets out the Coalition Government's vision for sustainable development and a package of measures to deliver it through the Green Economy, action to tackle climate change, protecting and enhancing the natural environment, and fairness and improving wellbeing, and building a Big Society
Strategic Review of Health Inequalities in England Post 2010 (The Marmot Review)	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. The Review had four tasks 1 Identify, for the health inequalities challenge facing England, the evidence most relevant to underpinning future policy and action 2 Show how this evidence could be translated into practice 3 Advise on possible objectives and measures, building on the experience of the current PSA target on infant mortality and life expectancy 4 Publish a report of the Review's work that will contribute to the development of a post- 2010 health inequalities strategy
Construction 2025 (2013)	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: • Providing clarity to business on the Government's position by bringing together diverse regulations and initiatives relating to sustainability; • Setting and committing to higher standards to help achieve sustainability in specific areas; • Making specific commitments by industry and Government to take the sustainable construction agenda forward
Adapting to climate change: national adaptation programme (2013)	The National Adaptation Programme sets out what government, businesses and society are doing to become more climate ready. It contains a register of actions which includes all the actions agreed in the programme so far. It also aligns risks identified in the Climate Change Risk Assessment to actions being undertaken or to be undertaken and the timescales according to each theme.
The Carbon Plan: Delivering our low carbon 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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	To achieve this the strategy calls for; • 30% of electricity supply to come from renewable sources, including 2% from micro-generation • 12% of heat supply to come from renewable sources • 10% of transport supply from renewable sources
UK Sustainable Procurement Action Plan (2007)	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.
Future Water: The Government's Water Strategy for England (2011)	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.
Waste Management Plan for England (2013)	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.
National Flood and Coast Erosion Management Strategy (July 2011)	Objectives are to: • ensure a clear understanding of the risks of flooding and coastal erosion • set out clear and consistent plans for risk management • manage flood and coastal erosion risks in an appropriate way • ensure that emergency plans and responses to flood incidents are effective • help communities to recover more quickly and effectively after incidents.
National Flood Emergency Framework	In planning and preparing for a flooding emergency, the Government's strategic objectives are to: • protect human life and alleviate suffering; and, as far as possible, property and the environment; • support the continuity of everyday activity and the restoration of disrupted services at the earliest opportunity; and • uphold the rule of law and the democratic process.
Prevention is better than cure: the role of waste prevention in moving to a more resource efficient economy. (2013	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.
NHS Five Year Forward View (2014)	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.

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Guidance and Other Reference Documents	
A Practical Guide to the Strategic Environmental Assessment Directive (2005)	Practical guidance, published in September 2005, on applying European Directive 2001/42/EC "on the assessment of the effects of certain plans and programmes on the environment".
BREEAM (Building Research Establishment Environmental Assessment Method) (2008)	BREEAM addresses wide-ranging environmental and sustainability issues and enables developers and designers to prove the environmental credentials of their buildings. It uses a straightforward scoring system that is transparent, easy to understand and supported by evidence-based research; has a positive influence on the design, construction and management of buildings and sets and maintains a robust technical standard with rigorous quality assurance and certification
Environment Agency - Creating a better place. Our corporate strategy (2010-2015)	This strategy sets out the Environment Agency's aims for the period to 2015 and describes the role they will play in being part of the solution to the environmental challenges society faces. It sets out how the EA will continue to review their priorities and ways of working to ensure value for money whilst creating a better place for people and the environment..
Environment Agency – Climate Change, adapting for tomorrow (2009)	This report shows how the Environment Agency are working, often in partnership with others, to help communities and businesses adapt, while still protecting the natural environment.
Environment Agency - Flood risk assessments: climate change allowances (2016)	Guidance on how climate change could affect flood risk to new development.
Environment Agency – Building a better environment. A guide for developers (2006)	This guide provides advice on making sure development contributes to the long-term environmental quality of our country. The guide gives practical advice on each of the environmental issues that may affect a site. This ranges from how you can reduce flood risk through to creating quality green space in your development. It gives pointers for building sustainable, cost-effective homes, helping create an environment in which people will really want to live. It also provides examples of sites where this good practice has already been applied.
Environment Agency State of Environment Report for Southwark (2010)	This report provides a snapshot of the environment in the London Borough of Southwark. It outlines trends and changes in the environment, and highlights some of the work being carried out in the local areas to improve the environment, and people's experience of it. The report has been compiled as an extension of the London State of the Environment report to provide a local focus on the boroughs and the health of their environment.
Environment Agency: guidance for developments requiring planning permission and environmental permits 2012	This guidance sets out how the Environment Agency will respond to planning consultations that require an environmental permit under the Environmental Permitting (England and Wales) Regulations 2010 (EPR).
Environment Agency Policy paper: Preliminary flood risk assessments and flood risk areas (2011) and Map of Flood Risk areas in England	The Environment Agency (EA) is responsible for managing flood risk from main rivers, the sea and reservoirs. Lead local flood authorities, unitary authorities or county councils, are responsible for local sources of flood risk, in particular surface water, groundwater and ordinary watercourses. To manage flood risk both EA and lead local flood authorities must follow a 6 year cycle of planning. The current planning cycle runs from 2010 to 2015.
Environment Agency Greenroof Toolkit	Environment Agency on-line toolkit which sets out guidance for site specific opportunities, green roof design and technical assessment The vision is that developers will promote the use of green roofs to: • create a better and more sustainable London • deliver better quality places to live and work

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	• create a low-carbon city • adapt to and mitigate the effects of climate change
Environment Agency: Groundwater Protection: Principles and Practice (GP3)	The GP3 document is a key Environment Agency reference for LPAs, developers and land owners. It sets out our approach to groundwater protection and management and what we want others to do. It covers our high-level approach, the technical background to our work and an introduction to the tools we use. It also describes the legal framework the EA works within and the approaches and positions it takes to regulate and influence certain activities and issues.
Environment Agency: Guiding Principles for Land Contamination (2010)	The GPLC documents were developed initially for landowners, developers, advisors and practitioners involved in redevelopment and evaluation of land contamination. These documents refer to relevant UK guidance and highlight specific steps and considerations involved in evaluating risks associated with land and water contamination.
Water for Life (2011) Government White paper	The Water White Paper focuses on the challenges facing the water sector, including maintaining water supplies, keeping bills affordable and reducing regulation. It recognises the need to protect rivers, streams and lakes from pollution and unsustainable abstraction, and acknowledges the critical importance of water supply and sewerage infrastructure.
Forestry Commission – The case for trees (2010)	This document aims to inspire people involved in planning policy and practice to become champions and advocates for trees.
Neighbourhood Planning (2013)	Information on what neighbourhood planning is, why it matters, how it works, and sources of advice and support available for communities.
English Indices of Deprivation 2010	The Index of Multiple Deprivation 2010 combines a number of indicators, chosen to cover a range of economic, social and housing issues, into a single deprivation score for each small area in England. This allows each area to be ranked relative to one another according to their level of deprivation.
Living Streets – UK Charity for everyday walking. Making the Case for Investment in the Walking Environment A review of the evidence (2011)	This document provides an extensive report detailing the key investments in the walking environment, in addition to outlining the benefits of walking friendly places and the identified cost of effectiveness.
How to get more children walking to school A best practice guide by Living Streets	This document comprises of the recommendations of the physical and financial benefits of walking for everyone, captured from a 'Walk to School outreach project carried out with various boroughs across England and Wales.
Model Procedures for the Management of Contaminated Land- Environment Agency.	The Model Procedures for the Management of Land Contamination, CLR 11, have been developed to provide the technical framework for applying a risk management process when dealing with land affected by contamination. The process involves identifying, making decisions on, and taking appropriate action to deal with land contamination in a way that is consistent with government policies and legislation within the UK.
Natural England: A Natural Development	The Natural Development Project launched on 3 November 2009 to demonstrate how both large and small scale development can

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(2009)	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. Over the coming months and years the project will collect and share: Case Studies, focusing on a range of sites – initially in the Thames Gateway, and widening out as the project progresses. Commentary on problems, opportunities, and issues for large and small scale developments. Technical information relating to our work with developers across the country.
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	The guidance is for government, the NHS, local authorities, industry and all those whose actions influence the population's cardiovascular health (that is, can help keep people's hearts healthy and prevent strokes). The guidance comprises two sets of recommendations aimed at national policy makers and local practitioners respectively. Recommendations 1 to 12 outline a national framework for action. They break new ground for NICE by focusing on legislative, regulatory and voluntary changes – including further development of existing policies. Topics covered include: • How to reduce the nation's consumption of salt, saturated fats and trans fats • How to ensure food marketing and promotions aimed at children and young people do not encourage them to consume high levels of salt, saturated fats and trans fats • Commercial interests • Food product labelling • The European Union's common agricultural policy • Public sector catering guidelines • Advice on take-aways and other food outlets.
National Institute for Health and Clinical Excellence (NICE): Preventing unintentional injuries among children and young people aged under 15: road design and modification	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: • How health professionals and local highways authorities can coordinate work to make the road environment safer. • Introducing engineering measures to reduce vehicle speeds, in line with Department for Transport guidance. • Making routes commonly used by children and young people safer. This includes routes to schools and parks.
National Institute for Health and Clinical Excellence (NICE): Promoting physical activity: active play and sport for pre-school and school-age children and young people in family, pre-school, school and community settings	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: • how to promote the benefits of physical activity and encourage participation • high level strategic planning • the importance of consultation with children and young people and how to set about it • planning and providing spaces, facilities and opportunities • training people to run programmes and activities • how to promote physically active travel such as cycling and walking.
National Institute for Health and Clinical Excellence (NICE): Promotion and creation of	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	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: • Ensure planning applications for new developments always prioritise the need for people (including those whose mobility is impaired) to be physically active as a routine part of their daily life. • Ensure pedestrians, cyclists and users of other modes of transport that involve physical activity are given the highest priority when developing or maintaining streets and roads. • Plan and provide a comprehensive network of routes for walking, cycling and using other modes of transport involving physical activity.
Planning sustainable cities for community food growing (2014)	This guide brings together in one place examples of planning policies around the UK that support community food growing. It is aimed primarily at planning authorities to help them to use food growing as a way of creating healthy communities.
No health without mental health: implementation framework (2012)	The Framework sets out what a range of local organisations can do to implement No Health Without Mental Health, and improve mental health outcomes in their area. It also outlines what work is underway nationally to support this, and how progress will be measured.
Local action on health inequalities: evidence papers (2014)	This research shows the evidence supporting action to reduce health inequalities.
Obesity: working with local communities; NICE guidelines [PH42] (2012)	This guidance aims to support effective, sustainable and community-wide action to prevent obesity. It sets out how local communities, with support from local organisations and networks, can achieve this.
Physical activity: walking and cycling NICE guidelines [PH41] (2012)	This guideline sets out how people can be encouraged to increase the amount they walk or cycle for travel or recreation purposes. This will help meet public health and other goals (for instance, to reduce traffic congestion, air pollution and greenhouse gas emissions).

Regional

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Air Quality	
Air Quality Strategy (2010)	This strategy sets out a framework for delivering improvements to London's air quality and includes measures aimed at reducing emissions from transport, homes, offices and new developments, as well as raising awareness of air quality issues. Over the last few years, a number of innovative measures have been introduced to help improve air quality in London. Nevertheless, air pollution remains a problem in the capital, as is clear from the fact that European Union targets for air quality standards that were intended to be met in 2004 and 2005 have still not been achieved.
The control of dust and emissions from construction and demolition - Best Practice Guidance (2014)	The GLA and London Councils have produced 'Best Practice Guidance' to control dust and emissions from construction and demolition. The Guidance will be used to inform the planning process within London boroughs; assisting developers in understanding the methods available to them and what London boroughs might expect. The Guidance will be reviewed regularly, in order to update new best practice in dust and emissions management.
Equality	
Focus on London: The Hidden City (2013)	
A Digital Inclusion Strategy for London (2015)	This strategy outlines why digital exclusion is an issue for London and how the Mayor can work with partners to address the barriers people face to getting online. It provides data on the numbers and groups of people that are digitally excluded. It then explains the cost of digital exclusion to the individual, society and the economy. The Mayor is keen to use his office to work with partners to ensure as many Londoners who want to get online, have the opportunity to do so.
Equal Life Chances for All (2015)	The Equal Life Chances for All framework 2014 highlights the Mayor's commitment to tackling inequality; improving life chances, and removing barriers that prevent people from reaching their full potential. The GLA will ensure that equality is mainstreamed into everything the organisation does, including how it obtains goods and services.
Mayors Annual Equality Report 2013/2014	The Mayor's Annual Equality Report 2013/2014 highlights the progress made during the financial year April 2013 to March 2014 towards achieving the GLA's revised equality objectives. It also gives the latest figures and trends for the indicators of progress.
Equal Life Chances for All – Measures Report (2011)	The Equal Life Chances for all Measures report sets out the most recent trends on measures of the delivery of policies and programmes directly under the control of the Mayor and his partners as well as statistical measures outside the Mayor's direct influence.
Poverty in London: 2012/13	The number of Londoners living in poverty has seen little change over the last few years and remains at around 2.2 million people, or 28 per cent of all those living in the region, averaged over three years 2010/11-2012/13. Around 300,000 children in Inner London are living in poverty, with a further 400,000 in Outer London. The Inner London child poverty rate remains significantly higher than for any other region, at 45 per cent. Inner London also stands out as having exceptionally high rates of material deprivation among pensioners – more than double the rate for any other region with almost one in four unable to have or take part in the social norms for that population group for reasons of poverty, health or isolation.
A Fairer London: The 2014 Living Wage in London	This is the tenth London Living Wage report from the GLA, and calculates the wage for 2014 at £9.15 per hour (a 4.0 per cent increase on the 2013 wage). In the Mayor's '2020 Vision' for London he pledged to make the Living Wage the norm across the capital. There are now over 400 accredited London Living Wage employers plus a number who have chosen not to be accredited. Accredited Living Wage employers alone have now provided over 20,000 London workers the benefits of the Living Wage since 2011.
Accessible London: Achieving an Inclusive	This SPG provides guidance on the implementation of **London Plan Policy 7.2 An inclusive environment** and of other policies in the

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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 **Policy 7.1 Building London's neighbourhoods and communities.** One of the Mayor's aims for London is that everyone, whether resident, visitor or worker, is able to participate and enjoy all that the city has to offer. To help achieve this aim the London Plan 2011 includes a number of policies which promote an inclusive environment to help ensure that all of London's diverse communities can contribute to London's growing economy and enjoy a high quality of life.
Violence Against Women and Girls Strategy 2013-2017	This strategy covers the following forms of violence against women and girls: • Domestic violence and abuse • Female Genital Mutilation (FGM) • Forced marriage • 'Honour'-based violence • Prostitution and trafficking • Sexual violence including rape • Sexual exploitation • Sexual harassment • Stalking • Faith-based abuse. This strategy is focused on the needs of women and girls and is a deliberate response to the disproportionate impact of VAWG crimes on women and girls.
Police and Crime Plan 2013	The Police and Crime Plan 2013-2016 outlines the Mayor's mission, priorities and objectives for tackling crime and making London safer.
2013 Round Ethnic Group Population Projections	The White population of Greater London is projected to be fairly stable at about 4.9 million over the next decade and increase very slightly thereafter, reaching 5.1 million in 2041. The BAME population of Greater London is projected to increase from 3.3 million in 2011 to 5.2 million in 2041. By the Census year 2011 the Black African population (576 thousand) had surpassed the Indian population (545 thousand) to become the biggest individual BAME ethnic group in Greater London
Hate Crime Reduction Strategy (20xx)	The strategy sets out plans to boost confidence across all communities in reporting hate crime, develop ways to prevent offences and reduce repeat victimisation and outlines how agencies can work together to ensure swift and sure justice for victims. Hate crime is defined as any criminal offence which is perceived, by the victim or any other person, to be motivated by a hostility or prejudice based on a personal characteristic, specifically race, religion/ faith, sexual orientation, disability and transgender identity.
London Enriched (2009) and update (2013)	London Enriched is the Mayors 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: • provides guidance to boroughs, partners and developers on the implementation of policies in the London Plan which relate to equalities issues and addressing the needs of London's diverse communities; • sets out some of the tools for promoting equality and diversity in planning processes; • highlights the spatial impacts of wider socio-economic issues such as poverty and discrimination in the planning context; • sets out overarching principles and the key spatial issues for planning for equality; and examines in greater detail the spatial needs of London's diverse communities and identifies how spatial planning can be used to try and address these

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Responding to the needs of faith communities: Report and evidence (2008)	CAG Consultants with Diverse Ethics and Land Use Consultants were commissioned by the GLA in late 2007 to explore the needs of faith communities in relation to places of worship in London. This document reports on our findings and conclusions from the research and engagement process with faith communities and planning authorities in relation to places of worship in London.
Culture	
Cultural Metropolis 2014 - The Mayor's culture strategy for London	The Mayor's Cultural Strategy sets out the vision, priorities and recommendations for how to strengthen the cultural life of Londoners across the capital. It recognises the significance of the cultural and creative sectors in making London a successful world city, and puts forward a case for its continued support and investment. It includes an update on the policy acheivements 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 *Culture on the High Street* guide will help local authorities, town centre managers and business improvement districts to improve the quality and ambition of culture on our high street.
Working Paper 48: Culture and regeneration - What evidence is there of a link and how could it be measured? (2011)	Despite much research, there have been few comprehensive evaluations of culture-led regeneration schemes and so a good evidence base does not exist. A review of the limited evidence shows mixed results and much uncertainty of the impact of culture-led regeneration. Current evaluation measures are not appropriate for understanding the long-term and dynamic changes that regeneration schemes may cause and instead these schemes should be monitored, focussing on both people and places.
Design and place shaping	
Shaping Neighbourhoods: Character and Context SPG (2014)	This guidance sets out an approach and process to help understand the character and context of a place so that its results can inform the planning and design process, and guide change in way which is responsive to individual places and locations. A separate non-technical summary sets out the main messages of the SPG. A supporting list of data and research resources is provided as a living document that will be updated as appropriate.
Streetscape Guidance: A guide to better London Streets (2009)	The Streetscape Guidance provides advice on improving and managing the Transport for London Road Network (TLRN) and promotes consistency of approach and excellence in design and workmanship. The document highlights relevant policies and guidance, sets out specific design principles and guidelines including a palette of materials and products, and acts as a best practice resource for London boroughs and other partners.
London View Management Framework Supplementary Planning Guidance, Mayor of London (2012)	The London View Management Framework is a key component of the Mayor's strategy to preserve London's character and built heritage. It outlines the policy framework for managing the impact of development on key panoramas, river prospects and townscape views.
Economy	
London's Economy Today 2015	Regular update on the state of London's economy.
London's Digital Economy (2012)	This report draws together a variety of data sources to highlight London's position in the digital arena. The report looks at uptake and use of digital technologies by businesses and households.
Retail in London: Looking forward (2015)	Through reading the main report you will: • Find out how developments such as changing consumer behaviour and technological advances have altered the playing field for London's retailers • See how retailers have adapted by implementing measures such as 'Click-and-Collect' or 'Dark Stores' • Gain an understanding of what these adaptations may mean for the role retail plays in London, ranging from the employment it provides to the land it uses

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Jobs and Growth Plan (London Enterprise Panel) 2014	It will help to deliver jobs and growth for London through: • Skills and employment: to ensure Londoners have the skills to compete for and sustain London's jobs; • Micro, small and medium sized enterprises: to support and grow London's businesses; • Digital creative, science and technology: for the capital to be recognised globally as world leading hub; for science, technology and innovation - creating new jobs and growth; and • Infrastructure: to keep London moving and functioning.
London Labour Market Projections (2013)	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.
Alcohol Consumption in the nighttime economy (2012)	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.
London's Super Connected City Plan (2012)	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.
Mayor's Economic Development Strategy (2010)	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.
Economic Evidence base (2010)	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).
GLA Employment Time Series (2010)	Roger Tym and partners were commissioned by the GLA to produce historic and projected employment data by sector and borough. The objectives are: • To provide a sectoral breakdown of both historic employment data and the latest GLA Economics employment projections for London to 2031 using at least the established 'RTP definitions' of Offices, Industry and Other and; • To provide the sectoral breakdown above for all London Boroughs plus sub-totals showing the Central Activities Zone (CAZ), Isle of Dogs (IOD), rest of Inner London, Outer London and the sum Total for London.
London Office Policy Review (2014) Update	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: • A review of office-based employment projections and office floor space need estimates to inform future alterations to the London Plan • An assessment of the impact of recent economic events on different parts of the London office market, and those which might

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	be anticipated in the future
	• A review of London Plan town centre office development guidelines and associated policy proposals
	• An investigation of the 'mega-schemes' identified in LOPR 2009, their implications for office development within the Central Activities Zones, on its fringes, or beyond
	• Consideration of the potential for conversion of surplus office space to other uses, especially residential, in different parts of London
	• An overview of hybrid office/industrial buildings, their locational attributes and implications for office, industrial, transport and other polices.
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)	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: • Supporting the evolution and diversification of town centres • Delivering mixed use housing intensification • Quality matters • Promoting Accessibility and Connectivity • Town centre regeneration and initiatives

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	• Proactive town centre strategies • Strategic Outer London Development Centre implementation guidelines
The Mayor's Action for High Street (2014)	It also outlines what the Mayor and his staff will do to help high streets, including how to diversify and grow and the support on offer from the Mayor's regeneration team. It makes the case for investment and how the Mayor will lobby to protect the future of London's high streets.
Energy and Climate Change	
Delivering London's Energy Future: the Mayor's climate change mitigation and energy strategy (2011)	Delivering London's Energy Future is the Mayor's climate change mitigation and energy strategy. It sets out his strategic approach to limiting further climate change and securing a low carbon energy supply for London. To limit further climate change the Mayor has set a target to reduce London's CO_2 emissions by 60 per cent of 1990 levels by 2025. Delivering London's Energy Future details the programmes and activities that are ongoing across London to achieve this.
Managing risks and increasing resilience: the Mayor's climate change adaptation strategy (2011)	Managing risks and increasing resilience is the Mayor's climate change adaptation strategy for London. It details his strategic approach to managing the climate risks we face now and in the future in order to maintain London as one of the best big cities in the world.
Climate Change Adaption Strategy for London (2010)	The Mayor's Climate Change Adaptation Strategy: • identifies who and what is most at risk today • analyses how climate change will change the risk of flood, drought and heatwave through the century • describes what action is needed to manage this and who is responsible for it. The key actions proposed in the strategy are: • To improve our understanding and management of surface water flood risk • An urban greening programme to increase the quality and quantity of greenspace and vegetation in London – this will buffer us from floods and hot weather • To retro-fit up to 1.2m homes by 2015 to improve the water and energy efficiency of London homes
Decentralised Energy Capacity Study (2011)	This publication is formed of three reports providing data on, and analysis of, the potential for renewable and low carbon energy in London. This regional assessment breaks down the types of energy that can contribute to the Mayor's target to supply 25 percent of London's energy from decentralised sources by 2025.
Flood Risk	
Thames Region Catchment Flood Management Plan, 2009	This plan presents what the Environment Agency considers the most sustainable direction for the management of fluvial flood risk within the region for the next 50 to 100 years. It is based on extensive research into the catchment characteristics of the region and the options available for managing the risk to people, properties and the environment. It takes into account the likely impacts of climate change and the plans for future development.
Regional Flood Risk Appraisal (2009)	In June 2007 the Mayor published the draft Regional Flood Risk Appraisal (RFRA) for the London Plan, for public consultation. The RFRA examines the nature and implication of flood risk in London and how the risk should be managed.
Health and well-being	
Individual well-being in London (2014)	Over the past four years, the UK Government has sought to understand the subjective well-being of individuals as an alternative measure of the relative 'health' of a country compared to traditional measures such as GDP. This analysis presents findings for London and examines variations in how individuals assess their own well-being according to a number of different personal characteristics.

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	Among those characteristics exhibiting the largest levels of variation in well-being are qualification level, health and disability status, along with some variation seen across different age and ethnic groups.
London Mental Health: The invisible costs of mental ill health (2014)	This report aims to, where possible, quantify the impact of mental ill health in London in order to highlight the scale of the problem. It does this through analysing the wider economic and social impacts of mental ill health. As such the measurement and quantification of the costs of mental ill health go beyond usual measures of economic output, or Gross Value Added (GVA) to consider, amongst other things, so-called 'non-market' impacts, for instance the impact on individuals' quality of life from mental ill health. The intention is for this to provide for a more 'all-encompassing' measure of the economic and social costs of mental ill health to London.
The London Health Inequalities Strategy (2010)	The London Health Inequalities Strategy sets out the Mayor's commitments to work with partners to: 1 Promote effective parenting, early years development, young people's emotional health and readiness for learning 2 Motivate and enable Londoners to adopt healthier behaviours and engage in lifelong learning 3 Build knowledge about health and wellbeing, tackling stigma and taboo in the process 4 Promote community development approaches to improve health, and actively support the role of the third sector 5 Build public sector capacity to engage more effectively with individuals, communities and the Voluntary and Community Sector (VCS).
The London Health Inequalities Strategy: First Steps to Delivery (2012)	This 'First Steps to Delivery' plan sets out the actions prioritised to 2012 against the thirty high-level commitments which form the bedrock of the strategy.
Takeaways Toolkit: Tools, interventions and case studies to help local authorities develop a response to the health impacts of fast food takeaways (2012)	Takeaways may be good for London's economy, but they're often bad for Londoners' health. To help London boroughs balance these conflicting priorities and understand the options available when considering the health impacts of fast food, we've created a 'takeaways toolkit'. The toolkit has three main recommendations for boroughs: • **making food healthier** – working with takeaway businesses and the food industry to make healthier fast food. • **starting them young** – schools should have strategies to reduce the amount of unhealthy food children eat at lunch and on their journey to and from school. • **planning for health** – use regulatory and planning measures to address the proliferation of hot food takeaway outlets.
Health: Children and Young People (2010)	Health: Children and Young People is the second report in the Focus on London 2010 series. This chapter, authored by the London Health Observatory, provides recent evidence on the health experience of children and young people in London. The report includes data about the Local Index of Child Wellbeing, infant mortality, breastfeeding, immunisation, injury, childhood obesity, physical activity, diet, smoking, alcohol consumption, drug use, teenage conceptions and sexual health. It reveals many areas of inequality within the city, but also highlights the ways in which London's children are doing well.
A Sporting Future for London (2009)	This plan is about increasing participation in sport and physical activity. It aims to deliver a grass-roots sporting legacy for Londoners from the 2012 Olympic and Paralympic Games by: • securing a sustained increase in participation in sport and physical activity amongst Londoners • using sport to assist in tackling social problems including ill health, crime, academic underachievement and lack of community cohesion.
Our Healthier South East London (2014)	Our Healthier South East London is a five year commissioning strategy which aims to improve health, reduce health inequalities and ensure all health services in south east London meet safety and quality standards consistently and are sustainable in the longer term.
NHS London: A Call to Action (2014)	This builds on NHS England's national Call to Action document published in July, which set out a case that the NHS must transform in order to continue to deliver the best care to those who need it.
Better Health for London: Next Steps (2015)	The Mayor of London, NHS England (London), Public Health England, London Councils and the 32 GP-led clinical commissioning

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	groups have come together to outline how, individually and collaboratively, they will work towards London becoming the world's healthiest major city.
Heritage	
English Heritage's Heritage at Risk- London (2011)	The Register identifies which heritage assets are at risk from development pressures, neglect or decay. It also monitors the changing condition of assets in order to help us prioritise where resources and expertise can best be deployed to resolve the problems. It also includes listed buildings and scheduled monuments, Conservation Areas, Registered Parks and gardens.
The National Heritage List for England	The Register identifies all registered heritage assets including listed buildings, scheduled monuments, protected wreck sites, registered parks and gardens, registered battlefields, world heritage sites, applications for certificates of immunity (COIs) and current building preservation notices (BPNs).
London World Heritage Sites - Guidance on Settings (2012)	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: • Palace of Westminster and Westminster Abbey, including St Margaret's Church • Tower of London • Maritime Greenwich • Royal Botanic Gardens, Kew • Darwin Landscape Laboratory (Tentative List) 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
Housing	
Housing supplementary planning guidance (2012)	The SPG provides guidance on how to implement the housing policies in the 2011 London Plan. In particular, it provides detail on how to carry forward the Mayor's view that "providing good homes for Londoners is not just about numbers. The quality and design of homes, and the facilities provided for those living in them, are vital to ensuring good liveable neighborhoods". It is informed by the Government's National Planning Policy Framework and by its Housing Strategy for England.
London Housing Strategy (2014)	The Mayor's strategy aims to put in place the resources to deliver more than 42,000 new homes a year, but achieving this ambition will require the full commitment of the London boroughs, of government, and of private and public sector developers. The Mayor believes that only by working together can we agree a long-term financial settlement with national government, free up local councils to build, promote institutional investment in new housing, bring forward surplus public land and develop Housing Zones across the capital to drive delivery. The strategy also aims to make sure that the homes we build better reward those who work hard to make this city a success – by massively increasing opportunities for home ownership, by improving the private rented sector and by ensuring working Londoners have priority for affordable homes to rent.
Housing in London (2014)	Housing in London is the evidence base for the Mayor's London Housing Strategy, summarising key patterns and trends across a wide range of topics relevant to housing in the capital.
GLA Housing Design Guide Interim edition (2010)	The new 'interim edition' of the London Housing Design Guide sets out the Mayor of London's aspirations for the design of new housing in the capital. The Mayor is committed not just to delivering more homes in London, but also to improving the quality of our homes. The

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	London Development Agency has published the new London Housing Design Guide, which sets a new benchmark for housing design in London. All housing built on London Development Agency land is expected to meet these standards. The standards will also start to be applied to housing schemes applying for funding from the London Homes and Communities Agency from April 2011.
South East London Housing Market Assessment (2014) and sub reports	Cobweb were commissioned by local authorities in South East London to undertake a Strategic Housing Market Assessment (SHMA) for the sub region. The local authorities involved in the project are Bexley, Bromley, Greenwich, Lewisham and Southwark. A SHMA is a framework that local authorities and regional bodies can follow to develop a good understanding of how housing markets operate.
The Private Rented sector in South East London and Lambeth (2014)	The aim of the research was threefold: • To complement the South East London Strategic Housing Market Assessment (SHMA) that had been undertaken recently, by providing evidence and analysis of the PRS that would not be available or achievable through the 'desk top' SHMA. • To provide some of the evidence base that boroughs will need to draw on if considering introduction of licensing in the PRS. • To enable boroughs to better target interventions in the PRS, in terms of both enforcement and procurement (e.g. for use as temporary accommodation or for the prevention of homelessness).
The role of the planning system in delivering housing choices for older Londoners (2012)	This study is a 'think piece' to look specifically at the role of the planning system in helping to ensure that older Londoners have a choice of homes that they can afford and which meet their requirements for different sizes and types of dwellings in high quality environments. A policy for older Londoners will be a key input to a wider policy development process across London. The research set out to provide estimates of the future demand for and supply of specialist housing for older Londoners and to identify the challenges and potential barriers to delivery. Methods included modelling supply and demand, analysis of borough policies and practice and an extensive review of existing research.
GLA 2013 Round Population Projections	Detailed ward level population projections to support the London Plan. Incorporating housing provision targets as outlined in the consultations draft of the revised London Plan
Barriers to Housing Delivery (Update 2014)	In 2012 The GLA asked Molior London to produce a report called 'Barriers to Housing Delivery in London'. The report's purpose, broadly, was to find out why developers in London were not building more homes for private-sale. The report's conclusion was, broadly, 'they are building more homes for private sale than you think'. Molior London was asked to update that report. This time the brief might be simplified as 'the stock of unbuilt private-sector planning permissions in London is significant –so why aren't we hitting housing delivery targets?'. This report's conclusion can be summarised as 'big schemes in London are commencing units in line with the numbers required to meet housing need'.
London Student Housing Requirements Study (2007)	BBP Regeneration, SQW Ltd., Tribal Consulting, and Opinion Research Services undertook a study in 2006 to assess the impact that growth in the Higher Education (HE) sector may have on housing requirements and housing markets in Greater London. The primary aim of this research was to inform the implementation of London Plan and borough policy. The study incorporates a policy review, an analysis of baseline data on London's student population and student accommodation, and primary research. The data has been used to help forecast future student population growth and accommodation needs and the potential impact of the HE sector on London's economy, followed by a number of recommendations.
Mayor's Academic Forum Recommendations Paper – student housing (2014)	The Mayor's Academic Forum was established through the 2011 London Plan particularly to support implementation of Policy 3.8 Bh, which recognises that specialist student provision could give rise to concerns over: • the loss of capacity for conventional homes, especially affordable family housing; • the need to secure mixed and balanced communities; • the scope for identifying land suitable for student accommodation; and,

Plan, Strategy or Programme	Summary of objectives and targets
	• the way these issues are expressed in parts of inner London "*where almost three quarters of the capacity for new student accommodation is concentrated*". The *Mayor's Academic Forum Recommendations Paper – student housing* 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.
Infrastructure	
Draft London Infrastructure Plan 2050 (2014)	The document sets out what infrastructure London requires. It is the first ever strategic attempt to set out London's infrastructure needs, how much it might cost and how we pay for our needs. The aim is to prepare for, and benefit further from, London's growth: bringing fresh thinking into the city's infrastructure needs now, in order to meet them more costs effectively in the long term.
MOPAC/MPS Estates Strategy 2013-16	Linked to the Police and Crime Plan is the new MOPAC/MPS Estates Strategy 2013-16, see below. Following consultation on local policing and public access in January-March 2013, further work was undertaken to finalise plans for the wider police estate and the final version of this strategy is available below.
Central London Infrastructure Study (2009)	The study aims to provide a strategic understanding of the implications of growth for the whole of Central London, with an indication of how growth, and therefore demand for infrastructure, is distributed across the study area. This analysis allows Central London Forward to build a robust case for additional infrastructure investment for Central London to achieve sustainable growth up to 2026. In particular, as well as offering local authority level information and analysis, the report provides evidence of sub-regional issues and opportunities, encouraging joint solutions wherever appropriate. This study also identifies existing gaps and shortfalls in infrastructure provision.
Community Infrastructure Charging Schedule – Mayor of London (2012)	Sets out the level of charge that will apply to certain types of new development across London in order to deliver the Crossrail programme.
Use of planning obligations in the funding of Crossrail, and the Mayoral Community Infrastructure Levy – SPG (2013)	This SPG sets out guidance on implementation of London Plan policies on the funding of Crossrail, planning obligations and the Community Infrastructure Levy (CIL).
Draft Social Infrastructure SPG (2014)	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. The draft guidance; • Gives a range of information sources to evaluate need for social infrastructure at the strategic planning level, starting with the GLA's own demographic projections and the ways in which these can be used to understand need for health, education and sports facilities. • Emphasises the need for planning across services to ensure the efficient and timely delivery of social infrastructure in a way the meets the broader built environment aims of the London Plan. • Describes Department of Health models for service delivery in a way that should help planners and health professionals to communicate with each other. • Sets specific targets for the provision of burial space based upon projections of need and survey of existing capacity set out in the 2011 Audit of London Burial Provision. • Provides a comprehensive range of resources for the assessment of social infrastructure need arising from individual applications.
London Plan	

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)	The Implementation Plan is intended to: • facilitate effective coordination and cooperation of activities to ensure the realisation of the London Plan • inform developers and all delivery partners who need to understand the envisaged implementation actions and strategic infrastructure provision in relation to the London Plan • provide communities with transparent and accessible information to enable them to get involved in the development of their area • help boroughs in terms of the wider context for their local implementation and infrastructure planning and the preparation for their Community Infrastructure Levy (CIL). The Plan will be updated regularly.
London Planning Statement (2014)	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: • sets out some general principles of fundamental importance to the planning system in London; • 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; • 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 • sets out the Mayor's intended programme of planning-related work for the next four years.
Noise	
London Agglomeration Noise Action Plan (2010)	The purpose of the Noise Action Plan is to assist in the management of environmental noise and its effects, including noise reduction if necessary, in the context of government policy on sustainable development. Noise Action Plans are based on the results of the strategic noise maps published in 2008.
Sounder City: The Mayor's Ambient Noise Strategy (2004)	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: 1. Securing good noise reducing road surfaces 2. Securing a night aircraft ban across London 3. Reducing noise through better planning and design of new housing
Open Space, Biodiversity, Geodiversity	
A Manifesto for Public Open Space: London's Great Outdoors (2009)	London's Great Outdoors recognises that investment in public space enhances the look and feel of the city, making it a more healthy and pleasant place for residents and visitors and an environment in which businesses can thrive. It contributes to maintaining and improving London's image as the world's most green and liveable big city and highlights London's offer as a city that can sustain

Plan, Strategy or Programme	Summary of objectives and targets
	economic growth.
Open Spaces Strategies: Best Practice Guidance (2008)	This document provides guidance on how to create an open space strategy. Drawing on the lessons learnt from 5 years of CABE Space strategic enabling support with local authorities across England, it updates earlier CABE Space guidance, (*Green space strategies: A good practice guide*, 2004), and combines this with an update of the guidance for London, (*Mayor's guide to preparing open space strategies; Best practice guidance of the London Plan,* 2004*),* to provide one comprehensive guide for England.
Connecting with London's Nature. The Mayor's Biodiversity Strategy (2002)	The document details the Mayor's vision for protecting and conserving London's natural open spaces. It seeks to ensure that there is no overall loss of wildlife habitats in London, and that open spaces are created and made accessible, so that all Londoners are within walking distance of a quality natural space. The strategy is an important step in establishing a London-wide framework for maintaining London's diversity of wildlife.
Preparing Borough Tree and Woodland Strategies SPG (2013)	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: • Covers the audit, protection and management of trees and woodland in line with Policy 7.21 of the London Plan • Highlights the asset value of trees and woodland, both in financial terms and the broad range of economic and environmental benefits they provide • Considers all the trees in a borough as a single unified resource – an 'urban forest' • Extends the concept of an 'urban forest' across boundaries so that the cumulative benefits of trees to Londoners can be enhanced • Takes a step by step approach to the management of trees and woodland.
All London Green Grid SPG 2012	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.
Shaping Neighbourhoods: Play and Informal Recreation SPG (2012)	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.
London's Foundations SPG (2012)	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: • The publication of the 2011 London Plan; • The emerging advice of the Government in its National Planning Policy Framework; • The ongoing work of the London Geodiversity Partnership (LGP) in updating the number of sites that should be promoted/protected by boroughs via their development plan documents; • The publication by the LGP of their Geodiversity Action Plan.
Sustainability	
Sustainable Design and Construction. Mayor's Supplementary Planning Guidance	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'.

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.
Transport	
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: - Support economic development and population growth - Enhance the quality of life for all Londoners - Improve the safety and security of all Londoners - Improve transport opportunities for all Londoners - Reduce transport's contribution to climate change and improve its resilience - Support delivery of the London 2012 Olympic and Paralympic Games and its legacy
Land for Industry and Transport SPG (2012)	The SPG provides an update of previous Mayoral guidance, setting out how boroughs should make effective, efficient use of land for transport purposes.
River Action Plan (2013)	This plan outlines a number of specific measures to be taken by TfL and other stakeholders to help boost the number of river trips in line with achieving the Mayor's target of 12 million passenger journeys a year by 2020
Cycling Revolution London (2010)	The Strategy sets out the vision and policies for encouraging and enabling more cycling across London. The strategy sets out an aspiration to increase cycling by 400% by 2026 through a range of initiatives including the delivery of a series of cycle superhighways, improved cycle safety and an increase training aimed at cyclists
The Mayor's Vision for Cycling	The Mayor's Vision for Cycling document sets out how this will be achieved, focusing on four key outcomes: **A Tube network for the bike.** London will have a network of direct, joined-up cycle tracks, with many running in parallel with key Underground, rail and bus routes. **Safer streets for the bike.** Spending on the Better Junctions programme will be significantly increased and substantial

Plan, Strategy or Programme	Summary of objectives and targets
	improvements to the worst junctions will be prioritised. With government help, a range of radical measures will improve the safety of cyclists around large vehicles. 3. **More people travelling by bike.** We will 'normalise' cycling, making it something anyone feels comfortable doing. 4. **Better places for everyone.** The new bike routes are a step towards the Mayor's vision of a 'village in the city', with more trees, more space for pedestrians and less traffic.
An Electric Vehicle Delivery Plan for London	The EV Delivery Plan sets out a comprehensive strategy to stimulate the market for electric vehicles in London.
Your Accessible Transport Network (2014)	Mayor of London's commitment to make it easier for people to travel around London.
Improving the Health of Londoners: 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.
Waste	
London's Wasted Resource: The Mayor's Municipal Waste Management Strategy	London's Wasted Resource sets out the Mayor's policies and proposals for reducing the amount of municipal waste produced, increasing the amount of waste reused, recycled or composted, and generating low carbon energy from waste remaining. This strategy also sets out how the Mayor, through the London Waste and Recycling Board, will help develop more waste management infrastructure in London.
Making Business Sense of Waste: The Mayor's Business Waste Management Strategy	Making Business Sense of Waste is the first Mayoral strategy for London's business waste. It sets out initiatives to help all kinds of London's businesses, from shops, restaurants, office buildings, manufacturers to construction companies to save money and reduce harm to the environment through better waste management.
London Waste Apportionment Study (2007) – update and further sensitivity testing	Subsequent to the reiteration of the apportionment, published in December 2006, further data of relevance to criteria within the model has become available. The update includes • correct data on safeguarded wharves, • revision of current licensed waste management capacity in London resulting from the decision on the development of the Belvedere facility, updated, recently verified and soon to be published data on indicative capacity of land for waste, logistics and other industrial used in London, provided by the GLA.
London Waste Apportionment Study (2006)	This report describes in detail the waste apportionment methodology underlying the London Plan minor alteration on borough level waste apportionment.
London Remade Demolition Protocol Report (2005)	This describes how demolition recyclate can be recovered with maximum value and how this can be provided as a high quality recycled material in new builds.
Water	
Securing London's Water Future (2011)	The draft London Water Strategy is intended to complement the plans and strategies of other organisations by presenting a London-specific view of managing water resources. At a time of decreasing supply and increasing demand for water we need to use the water we have more wisely. The strategy promotes increasing water efficiency and reducing water wastage to balance supply and demand for water, safeguard the environment and help tackle water affordability problems. It also sets out how the Mayor will help communities at risk of flooding to increase their resilience to flooding
Environment Agency Thames Estuary 2100 plan	This document provides regional guidance on the predicted effects of climate change in relation to tidal flood risk

Plan, Strategy or Programme	Summary of objectives and targets
Thames River Basin Management Plan (2009)	The EU Water Framework Directive requires the Environment Agency to prepare and publish 10 River Basin Management Plans (RBMP) by 2009 to promote the concept of sustainable water management. Their aims are: • To safeguard the sustainable use of water • To protect and restore the status of aquatic ecosystems • To improve aquatic environments by the reduction of hazardous substances • To reduce groundwater pollution; and • To help mitigate the effects of flood and droughts
Taking Care of Water- Our Plan for the next 25 years (Thames Water Utilities) 2015-2040	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
Community	
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 is 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.
Economy and Employment	
Southwark Employment Land Review (2010)	The study provides an assessment of the quantity, quality and viability of employment land throughout the borough and evaluates the viability of existing (UDP) employment policies as well as informing the LDF evidence base and associated policies.
Southwark Economic Well-being Strategy 2012-2020	Our new strategy sets out what we want to achieve between now and 2020, and how we aim to work across the Council and with our partners in the private, public and voluntary sectors in order to make Southwark a place: • Where people, especially our young people, are equipped with the skills and ambition to make the most of our central London location • Where businesses grow and prosper • Where town centres and high streets thrive • Where our residents are financially independent
Southwark Industrial and Warehousing Land Study (2014)	Southwark Council commissioned GVA to undertake a review of industrial and warehousing land and premises in the borough. The study is an evidence base document and will inform the preparation of future planning policies, as well as a wider employment land

Policy or Plan	Summary of objectives and targets
	review (a forecast of how much space will be needed to meet demand over the next 15 years or so) that will be carried out in 2014/15.
Culture Strategy 2013-2018 and action plan	We have developed a strategy to cover the period from 2013 to 2018 that uses our targeted support, partnership and leverage to enable the valuable cultural sector in Southwark to create, develop and grow. The key objectives are to generate opportunities, build local pride and deliver prosperity for the borough. The strategy is presented as a range of specific and measurable actions to be delivered over the next five years.
Education	
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	The strategy sets out a set out principles as the basis for the development of extended schools in Southwark. The strategy anticipates that providing extended services will • support improvements in standards • enable children to have fun and develop new skills • enhance support for vulnerable children • encourage parental involvement in children's learning • make better use of facilities by opening them up to the community • provide better help to address children's wider needs
Flood Risk	
Southwark Strategic Flood Risk Assessment (SFRA) (2008)	A Strategic Flood Risk Assessment (SFRA) has been prepared to ensure that flood risk is taken into account and minimised in all new developments. The SFRA sets out the level of flood risk in different areas of the borough. This will help plan for new developments and assist in the determination of planning applications.
Southwark Interim Preliminary Flood Risk Assessment 2011	This document forms a Preliminary Flood Risk Assessment (PFRA) report for the Southwark in accordance with the Flood Risk Regulations 2009. The PFRA provides a high level summary of significant flood risk, based on available and readily derivable information, describing both the probability and harmful consequences of past and future flooding. The scope of the PFRA is to consider flooding from the following sources; surface runoff, groundwater and ordinary watercourses and any interaction these may have with main rivers and the sea
Draft Local Flood Risk Management Strategy (2014)	Under Section 9 of the Flood and Water Management Act 2010 Act, Southwark Council is required to develop, maintain, apply and monitor a Local Flood Risk Management Strategy (LFRMS) for the borough. The LFRMS ("the Strategy") should provide strategic direction in proactively managing flood risk in Southwark and to meet the requirements of the Act. The Strategy will be developed in consultation with key internal and external stakeholders, and will be reviewed every 6 years in consonance with the periodic reviews of Southwark Council's Preliminary Flood Risk Assessment (PFRA) as required under the Regulations.
Health	
Better Environment, Better Health	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)	This plan sets out how we will improve the wellbeing of children and young people in regard to the five Every Child Matters outcomes: • Be healthy • Stay safe • Enjoy and achieve • Make a positive contribution • Achieve economic wellbeing 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.
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)	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. The profile allows you to:

Policy or Plan	Summary of objectives and targets
	-Compare your local authority against other authorities in the region -Benchmark your local authority against the England value
Child Obesity Joint Review (2012)	The child obesity joint review examines the high rate of childhood obesity in the borough and recommends a wide range of actions to counteract the increasing prevalence.
Joint Health and Wellbeing Strategy 2015-20	This strategy outlines how the council and its partners will work together to promote integration, improve outcomes and reduce health inequalities of Southwark's residents by focusing on three strategic objectives.
Lambeth and Southwark: Emotional Wellbeing and Mental Health Needs Assessment 2013	This needs assessment (NA) covers Lambeth and Southwark boroughs and was overseen by a stakeholders group. It aims to inform the commissioning strategies of the two boroughs and partner agencies.
Supporting the Health of Young People in Southwark: A summary report of the Health Related Behaviour Survey 2014	These results are the compilation of data collected from a sample of primary and secondary pupils aged 8 to 15 in Southwark during the summer term 2014. This work was commissioned by the Lambeth and Southwark Public Health team on behalf of the London Borough of Southwark as a way of collecting robust information about young people's lifestyles.
Betting, borrowing and health: Health impacts of betting shops and payday loan shops in Southwark (2014)	This report summarises evidence on the health impacts associated with the clustering of betting shops and payday loan shops in the context of Article 4 Directions. The objectives of this report are to: review existing evidence around health and wellbeing impacts; identify a range of local health indicators; and examine the spatial relationship between betting shops and pay-day loan shops and health indicators.
Adult Social Care: Promoting independence, wellbeing and choice – Local Account 2012/2013	The Local Account is a new form of public performance report, setting out the progress councils have made in delivering national and local adult social care priorities and the key areas where further improvement is required.
Southwark Pharmaceutical Needs Assessment 2015	From 1 April 2013, every Health and Wellbeing Board (HWB) in England has a statutory responsibility to publish and keep up-to-date a statement of the needs for pharmaceutical services for the population in its area, referred to as a 'pharmaceutical needs assessment' (PNA). The PNA will help in the commissioning of pharmaceutical services in the context of local priorities.
Heritage, Design and Archaeology	
Southwark Conservation Area Appraisals	The government requires all councils to produce appraisals for the conservation areas in their borough. Conservation area appraisals are intended to: Provide an analysis and account of the area; explain why it is considered to be of special architectural or historic interest; Give a clear indication of the council's approach to its preservation and enhancement. They are also used by the council in assessing the design of development proposals.
Southwark Archaeology Priority Zones	Southwark Council has policies to protect the borough's archaeology. The policy identifies seven archaeological priority zones (APZs). When development proposals are submitted for these areas, the archaeology officer conducts initial appraisals to assess the archaeological implications and ensures that any necessary investigations take place
Core Strategy: Policy 12 Tall building background paper, Southwark Council (2009)	Sets out the background and research that has informed the suitable locations for tall buildings as established in Policy 12 and supporting text contained within our core strategy. It summarises our evidence base, describes our strategy and our reasons for selecting the approach we have taken.
Core Strategy: Borough-wide Strategic Tall Building Study, Southwark Council (2009)	Sets out an overview of the character of Southwark to inform the evidence base which informs the production of Core Strategy Policy 12, particularly the tall building height policy.

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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.
Housing – General	
Southwark Affordable Housing Viability Study (2010)	This report examines in terms of financial viability, the potential for development sites in Southwark to deliver affordable housing at varying percentages and mixes, while maintaining other planning obligations at the current levels as advised.
Southwark Housing Requirements Study (and sub reports) 2010	The study was undertaken to inform local policies, in particular relating to the development plan and housing strategy surrounding affordable housing provision. The study provides a key component of the evidence base required to develop and support a robust policy framework.
Southwark Housing Strategy (2015)	Southwark Council Cabinet agreed Southwark's first long-term housing strategy in January 2015. The Southwark housing strategy to 2043 consists of four principles: • We will use every tool at our disposal to increase the supply of all kinds of homes across Southwark. • We will demand the highest standards of quality, making Southwark a place where you will not know whether you are visiting homes in private, housing association or council ownership. • We will support and encourage all residents to take pride and responsibility in their homes and local area. • We will help vulnerable individuals and families to meet their housing needs and live as independently as possible.
Planning Committee report on Affordable Rent (2011)	This Planning Committee report clarifies the council's affordable housing policies, including the council's current approach in addressing the affordable rent tenure.
Affordable Rent in Southwark Study (2011)	This study looks at the affordability of affordable rent across the nine different postcode areas of Southwark. It models a range of scenarios from 40% to 80% market rents for one, two, three and four bedrooms dwellings. It shows that it will be very difficult for people in housing need to afford the affordable rent model, particularly family homes
Impact of the Affordable Rent tenure on the viability of developments in Southwark (2011)	This study looks at the viability of delivering affordable rent housing in Southwark. It considers the potential for development sites in Southwark to deliver affordable housing at varying percentages and mixes, while maintaining other planning obligations at the current levels as advised.
Southwark Commuted Sums Study 2011	This study looks at how much money could be secured as a pooled contribution in lieu of on-site affordable housing, if a scheme was 100% private housing rather than requiring affordable housing to be on site. It tests the amount of potential pooled contribution that could be viable by testing 35 sites across Southwark. It is part of the evidence base for the draft affordable housing supplementary planning document 2011.
Private Sector Housing Action Plan 2014/15	

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.
Housing – Student accommodation	
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.
Neighbouring boroughs:	
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
Croydon Strategic Policies Westminster City Plan: Strategic Policies (2013) and saved UDP (2010)	
Open Spaces and Biodiversity	
Southwark Open Space Strategy (2013) and evidence base (2013)	This report provides the evidence base setting out the current position with regard to the provision of open spaces in Southwark, This includes an updated audit of all the existing protected open spaces. The strategy sets out a number of recommendation on improving the quality of the existing open spaces and makes site specific recommendations for the different sub-areas of the borough.
Southwark Physical Activity and Sport Strategy 2014-2017	This study sets out what the council and PRO-ACTIVE Southwark partners will deliver to support more people becoming more active more often.
Southwark Biodiversity Action Plan (2013-2019) and evidence base	A new Biodiversity Action Plan (BAP) has been developed and is in the process of being adopted by the Council. The BAP has been developed by the Southwark Biodiversity Partnership in accordance with national, regional and local legislation and policies. The plans will run from 2012 to 2018. This plan provides information and guidance on protecting, managing and promoting key wildlife habitats and species within London.
Southwark Tree Management Strategy (2011)	A tree management strategy is a policy framework for the trees owned, managed and/or protected by an organisation. Southwark Council's tree management strategy sets out a vision for the next five years and explains how we will achieve this vision. It is a reference document for anyone with an interest in Southwark's trees.
Planning	
New Southwark Plan (preferred option) (2015)	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.
Southwark Core Strategy (2011)	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.
Southwark Plan Saved Policies (2010)	The Southwark Plan policies are saved where they are consistent with the core strategy.
Area Action Plans	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. Peckham and Nunhead Area Action Plan (2014) Aylesbury Area Action Plan (2010) Canada Water Area Action Plan (2012)
Southwark Plan Adopted Policies Map	The adopted proposals map is part of Southwark's Local Plan and shows the proposals and policies for the following adopted plans

Policy or Plan	Summary of objectives and targets
(updated March 2012)	which are used to make decisions on planning applications: • Southwark Plan (Southwark Unitary Development Plan) adopted July 2007 • Aylesbury Area Action Plan • Canada Water Area Action Plan March 2011 The adopted proposals map is updated each time a new Development Plan Document in the LDF is adopted.
Southwark adopted Supplementary Planning Documents (SPDs) and Supplementary Planning Guidance (SPGs)	Supplementary planning documents (SPDs) and supplementary guidance documents (SPGs) are used to provide more information and guidance on the policies in the development plan. They can be based on certain topics such as transport or design, or they can be specific to certain places such as Dulwich. Southwark has several SPDs and SPGs which provide additional information on the saved policies in the Southwark Plan (UDP) and Core Strategy.
Southwark Annual Monitoring Reports (2004-2011)	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. The AMR sets out: • progress in producing planning documents • whether planning policies are achieving the objectives of the plan • what impacts the policies are having on the local environment, communities and economy • details of how policies need to be changed or replaced if we are not meeting our objectives or targets
Pollution	
Air Quality Management and Improvement Plan (2012)	This document will help deliver the National Air Quality Strategy for Air Quality Management Areas (AQMA).
Southwark Contaminated Land Strategy (2001)	This document establishes a programme to identify contaminated land and water in Southwark, and to facilitate its remediation according to UK National Regulations.
Town Centres	
Southwark Retail Study (2015)	The study considers: • The vitality and viability of Southwark's existing town centres • The extent to which Southwark centres are fulfilling their role in meeting the retailing needs of the borough • The need for further retail development during the local plan period, and possible scenarios for meeting any identified need for additional retail floorspace
Southwark Street Trading and Markets Strategy (2010)	The street trading and markets strategy sets out how we want to work with traders to revitalise markets in the borough. The strategy aims to set out what we will do to: increase numbers of people using and trading on our markets; keep markets thriving and viable business environments; improve the management of markets and market areas.
Town Centre retail surveys (2014)	This survey explore the health of 5 town centres in the borough and in particular the impact of Betting and Payday Loan shops on the environment and offer in these town centres.
Sustainability	

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
Transport	
Southwark Transport Plan (2011)	The new Transport Plan for Southwark replaces the Local Implementation Plan. The Transport Plan sets out how we will improve travel to, within and from the borough. It also sets out our long term goals and transport objectives for the borough (up to 20 years), a three year programme of investment, and the targets and outcomes we are seeking to achieve. The Southwark Transport Plan responds to the revised Mayor's Transport Strategy (MTS), the emerging Sub-Regional Transport Plans (SRTPs), Southwark's Sustainable Community Strategy and other relevant policies.
Southwark Cycling Strategy (2015)	A strategy setting out objectives to work together in partnership with our neighbouring boroughs, TFL, the police, businesses, organisations and agencies, schools and local community groups and residents to further develop the local cycling economy, invest in cycle friendly infrastructure, promote a cycling culture and ensuring new developments are future proofed for cycling.
Waste	
Southwark Waste Management Strategy: 2003 – 2021	This sets out Southwark council's programme for achieving the waste management targets set out in the GLA Waste Management Strategy.
Infrastructure and Viability	
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: • Safer Neighbourhoods bases

Policy or Plan	Summary of objectives and targets
	- Custody Centres - Patrol Bases - Front Counters - Office accommodation
MPA Estate Strategy 2010/14	This Estate Strategy sets out our vision for the estate in supporting the delivery of an effective policing service to London in a way that increases public confidence and safety.

Neighbourhood

Policy or Plan	Summary of objectives and targets
University studies and reports	A number of Universities including London Metropolitan University Cass School of Architecture, University College London and London School of Economics are working on research and projects relating to the Old Kent Road. Some exhibitions of the work have taken place in Southwark. Studies can be updated here when they are ready to be published.
CASS Cities Audit Book (2015-16) and 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. http://www.casscities.co.uk/Cass-Cities-audit-book
Elephant and Walworth Neighbourhood Forum research documents	The Elephant and Walworth Neighbourhood Forum in cooperation with a range of partners including Latin Elephant, the Elephant Amenity Network and UCL students have been working on a range of research studies to inform the progression of a neighbourhood plan, and there are parallels with the wider area including Old Kent Road. The workshops, reports and research are published at http://ewnf.herokuapp.com

Old Kent Road 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 Objectives | | | | | | | Timescale | | | Option A |
	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	✓	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 corridors and biodiversity	-	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 long term health and wellbeing of the population particularly due to proximity to heavy traffic.

IIA										
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	Theme 1	Theme 2	Theme 3	Theme 4	Theme 5	Theme 6	Timescale S	M	L	Option B Commentary on Results
IIA 1 To tackle poverty and encourage wealth creation	✓	✓	✓	✓	✓	✓	-	✓	✓	There 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. Some industrial areas will be maintained and change may occur over a longer time period – jobs in these sectors could be maintained. 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 some opportunities for training and apprenticeships as a result of new development and new jobs in mixed use neighbourhoods. Redevelopment of some 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 more opportunities for improving and providing new health 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 improvements to the OA. Improvements to access to health facilities, better quality housing and employment opportunities would improve physical and mental health. However provision of new green spaces may be limited. Improving connectivity for pedestrians and cyclists lessens to 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. Creating new and safer routes and safety features would help 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. In areas such as Mandela Way which may be unlikely to change in this scenario, levels of crime may remain similar due to poorly lit routes and lack of residential neighbourhoods in industrial areas.
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 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 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. It may be difficult to improve the sustainability of retained industrial areas in this scenario and difficulty in limiting the impact of heavy 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 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. Retained industrial areas will also continue to be serviced by heavier vehicles. 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 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 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 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 Objective										Commentary
IIA 10 To maintain and enhance the quality of land and soils	✓	✓	-	✓	-	✓	-	✓	✓	There will be 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 more opportunities to enhance the quality of townscape and landscape creating a new network of streets and improved connectivity. However with the retention of some industrial areas the mix of uses could be a difficult balance in achieving enhancement of the townscape across the OA. Sustainable construction techniques would be encouraged. Taller 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. Medium scale regeneration would need to carefully consider impact on adjoining conservation areas and listed buildings. There would be 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	-	x	-	x	-	x	-	x	?	The retention of some industrial land may limit the opportunities for new green space in some parts of the OA. This could have adverse impacts on health and facilities for children and young people if new development does not provide meaningful areas of new green space.
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. Also the design, layout and scale new housing would need to be carefully balanced with retained industrial areas. 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 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 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. There would still be the need to accommodate heavy vehicular access to some retained industrial areas which may have an impact on improving safer streets.
IIA 17 To provide the necessary infrastructure to support existing and future development	✓	✓✓	-	✓	✓	-	-	✓	✓✓	Some infrastructure improvements would be provided to support revitalised neighbourhoods. However there would be less availability for the provision of new green spaces or significant transport improvements e.g. the BLE.

IIA Objectives	Theme 1	Theme 2	Theme 3	Theme 4	Theme 5	Theme 6	Timescale S	M	L	Option C — 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 to 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 objective										Commentary
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.

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 Objectives	Timescale				Draft AAP Policies
	Vision and CAZ	S	M	L	Commentary on Results
IIA 1 To tackle poverty and encourage wealth creation	✓✓	-	✓	✓✓	The extension of the CAZ to incorporate the OA and the vision for the future of the Old Kent Road sets out a long term strategy that will help to tackle poverty and encourage wealth creation. There will be job opportunities benefiting groups such as young people through apprenticeships, the unemployed and low income groups improving levels of deprivation. 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	✓✓	-	✓	✓✓	The vision incorporates a place-making approach including 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 the vision anticipates significant improvements to the OA. Improvements to access to health facilities, better quality housing, employment opportunities, better public transport and new green spaces would improve physical and mental health. Improving connectivity and green routes lessens to the impact of vehicular pollutants and better air quality and would particularly benefit disabled people and pregnant women.
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 vision is to foster mixed communities and these will need to be maintained and improved in redevelopment. The vision includes reinforcing healthy and sustainable neighbourhoods and the CAZ functions emphasise the importance of cultural functions in central London. The provision of new community space would be 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	-	-	The AAP envisages District heating solutions, sustainable urban drainage systems and measures to improve air quality will help tackle pollution and climate change. 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. However the increased construction traffic and methods of construction could have negative impacts on climate change including significantly increasing the population density in the OA.
IIA 7 To improve the air quality	✓	-	✓	✓✓	The AAP encourages 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.
IIA 8 To avoid waste and maximise, reuse or recycle waste arising as a resource	x	x	x	?	The amount of development envisaged would increase the pressures on waste and recycling. The waste disposal and recycling facilities for commercial and residential development would need to be carefully managed in mixed use schemes.
IIA 9 To encourage sustainable use of water resources	x	x	x	x	The demand for water and foul sewage disposal is likely to increase with significant levels of new development. The AAP encourages 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	✓	✓	✓	✓✓	The AAP envisages effective use of land through reuse of previously developed land which would 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	✓✓	✓	✓✓	✓✓	Improving the quality of townscape and landscape creating a new network of streets, improved connectivity and new green spaces is a strong part of the vision. Sustainable construction techniques would be encouraged. 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	✓	✓	✓	-	Policy AAP 1 looks to sensitively incorporate heritage assets into high quality development of a scale and density which befits a central London location. Large scale regeneration would need to carefully consider impact on adjoining conservation areas and listed buildings and impact in the longer term. The vision and policy AAP 1 seek 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	✓	✓	✓	✓	New green spaces, parks and green infrastructure provided are a major part of the vision, creating opportunities to improve biodiversity. The provision of green space would need to be well located and designed to benefit significant increases in population and use. 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.
IIA 14 To reduce vulnerability to flooding	-	-	-	-	The effects of pluvial and surface water flooding in the OA to achieve the level of development envisaged would need to be carefully considered to reduce the impact of flood risk and improve safety for local people. The vision encourages the provision of SUDS.
IIA 15 To provide everyone with the opportunity to live in a decent home	✓✓	✓	✓✓	✓✓	The vision includes the ambitious housing strategy which will significantly improve the supply in Southwark and help meet local housing need as well as providing new affordable homes. High quality design of the public realm in residential schemes will also improve living conditions. There will need to be careful management of mixed use neighbourhoods 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	✓✓	✓	✓	✓✓	The significant improvements to public transport envisaged in the AAP would reduce 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. This would benefit all groups and improve accessibility to health and social facilities.

IIA Objectives	Policy Theme 1	Timescale			Draft AAP Policies
		S	M	L	Commentary on Results
IIA 1 To tackle poverty and encourage wealth creation	✓✓	✓	✓✓	✓✓	The provision of 20,000 new homes across a variety of tenures and with a proportion of affordable homes to be provided will help tackle poverty and encourage wealth creation by providing good quality news homes for people to live in and create new revitalised communities accompanied by a range of facilities and new jobs. The provision of high quality homes will reduce the health impacts of poor accommodation particularly for vulnerable groups such as older people and people with long term illness.
IIA 2 To improve the education and skill of the population	✓✓	✓	✓✓	✓✓	There will be more job opportunities in the construction of new homes benefiting groups such as young people through apprenticeships, the unemployed and low income groups improving levels of deprivation. New schools will accompany new family homes improving the prospects for educating young people. 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.
IIA 3 To improve the health of the population	✓✓	✓	✓✓	✓✓	In the OA people in bad health are slightly above the average for London. Poor housing can contribute to health problems therefore new good quality homes should help improve living conditions and avoid health problems associated with problems in poor housing such as damp. To accompany the delivery of new homes, more health facilities, new green spaces and leisure facilities will also be provided improving physical and mental health.
IIA 4 To reduce the incidence of crime and the fear of crime	✓✓	✓	✓✓	✓✓	The redevelopment of industrial areas to provide new mixed use communities and new homes would help to reduce crime by improving the public realm, providing new well lit and well used streets increasing footfall and overlooking of public areas. This will benefit all groups in society particularly groups more vulnerable to crime such as young people and those living alone.
IIA 5 To promote social inclusion, equality, diversity and community cohesion	✓✓	✓✓	✓✓	✓✓	The provision of new homes over a wide range of tenures and affordable homes would provide new homes benefiting all groups in society. This would help to promote social inclusion, equality and diversity. The provision of new facilities that will accompany new homes such as community meeting places, schools, leisure facilities, faith premises and cafes should benefit both existing and new residents to foster community cohesion where large scale changes will take place. The provision of new homes will benefit groups needing specialist accommodation such as families, elderly people, people with learning difficulties in independent living and people with physical disabilities.
IIA 6 To reduce contributions to climate change	x	x	x	-	The development of new homes would be expected to meet high standards of sustainability, renewable energy and make efficient use of resources. This would benefit communities by reducing bills through providing good insulation in new homes, harvesting rainwater and using renewable energy. 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	-	-	-	-	The development of new homes would be expected to achieve air quality neutral standards and where possible improve air quality. The creation of new street networks in residential and mixed use development would promote walking and cycling and the BLE will reduce the need for new homes to provide car parking, reducing the risk of exposure to pollutants from vehicles. It will be important to manage the impacts of construction on air quality and the long term sensitivity of intensified development to the existing poor air quality in the area and achieve improvements if possible.
IIA 8 To avoid waste and maximise, reuse or recycle waste arising as a resource	-	-	-	?	The waste disposal and recycling facilities for residential and commercial development would need to be carefully managed in mixed use schemes to avoid problems with waste collection, overflowing and sensitive waste and ensure the cleanliness of residential areas is maintained. Additional population levels will increase waste and 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	-	-	-	-	The demand for water and foul sewage disposal is likely to increase with significant levels of new housing development; however water usage in new homes would need to meet London Plan targets for water consumption. The sustainable use of water would benefit the health of the population.
IIA 10 To maintain and enhance the quality of land and soils	✓	✓	✓	✓✓	The development of 20,000 new homes would 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 opportunities to enhance the quality of townscape and landscape creating a new network of streets, improved connectivity and new green spaces accompanying new homes. Sustainable construction techniques and high quality design is encouraged for residential and mixed use development. The strategy for tall buildings is 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 development of new homes would need to take care to enhance and highlight heritage assets in place-making for the area. High quality design will be fundamental in areas that may affect the setting of conservation areas and listed buildings. There would be provision of new cultural, leisure and sports facilities to accompany new homes 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	✓	✓	✓	✓	New homes would be accompanied by new parks and green infrastructure 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.
IIA 14 To reduce vulnerability to flooding	-	-	-	-	The effects of pluvial and surface water flooding in new residential development would need to reduce the impact of flood risk and improve safety for local people. Schemes should reduce flows to a greenfield rate or minimise run off rates as far as possible. Natural flood risk management such as SUDS would be incorporated with new residential development.
IIA 15 To provide everyone with the opportunity to live in a decent home	✓✓	✓	✓✓	✓✓	The provision of 20,000 new homes would significantly improve the supply in Southwark and meet local housing need including private rented and homes for sale 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 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. Private rented homes particularly benefit younger people who are unable to buy.
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 to support new residential development. 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 or community facilities would be provided to support revitalised neighbourhoods. New residential development would be subject to a revised level of CIL/ S106 contributions to help fund large scale infrastructure improvements in the OA. This would benefit all groups and improve accessibility to health and social facilities.

IIA Objectives	Policy Theme 2	Timescale			Draft AAP Policies
		S	M	L	Commentary on Results
IIA 1 To tackle poverty and encourage wealth creation	✓	✓	✓	✓	The policies seek to achieve high quality design in new developments and underline the fundamental principles of improving connections, public realm, exemplary design and green infrastructure. This will enable and contribute to inward investment that will aid to the creation of employment and training opportunities that will improve the negative health implications that arise through lack of accessibility, inclusivity and interaction for all.
IIA 2 To improve the education and skill of the population	-	-	-	-	No significant impact.
IIA 3 To improve the health of the population	✓	✓	✓	✓✓	Heritage-led regeneration will have a positive impact on the mental and physical health of groups where street infrastructure is enhanced and improved through implementations of good quality design, improvement of streets, squares and public places. The provision of better connections for walking and cycling will promote physical activity and encourage healthier lifestyles. Better connectivity for pedestrians and improving active frontages and access to shopping facilities will also improve facilities for those with physical disabilities and those who are less mobile, such as older people.
IIA 4 To reduce the incidence of crime and the fear of crime	✓	-	✓	✓✓	By providing high quality, safe and inclusive public realm with an improved pedestrian environment and better walking and cycling routes, crime and fear of crime will be reduced. Crime and barriers to services exacerbate current levels of deprivation in the area and improvements may benefit low income groups.
IIA 5 To promote social inclusion, equality, diversity and community cohesion	✓	-	✓	✓	Improving the public realm with well designed high quality new buildings will create an environment with a better sense of place and improve community cohesion. This will provide advantages for many equality groups, and safer streets will improve quality of the urban realm for children and older people.
IIA 6 To reduce contributions to climate change	✓	-	-	✓	The design of a stronger street pattern may encourage less dependency on the use of cars, with new inviting routes that must embrace strong street structures and frontages. New green infrastructure will also contribute to the balance with new construction.
IIA 7 To improve the air quality	✓	-	-	✓	New improved public realm will help to promote new cycling and walking routes encouraging less use of the car and also improving neighbourhoods behind the Old Kent Road to remove impact of heavy traffic. Better air quality will have a positive effect on the health of the population.
IIA 8 To avoid waste and maximise, reuse or recycle waste arising as a resource	✓	-	✓	✓	The public realm strategy and the design of new buildings would be encouraged to maximise opportunities for reducing, managing and recycling waste.
IIA 9 To encourage sustainable use of water resources	-	-	-	-	The incorporation of SUDS and sustainable use of water in public realm schemes would be encouraged.
IIA 10 To maintain and enhance the quality of land and soils	✓	✓	✓	✓✓	Policies encourage the 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	✓	✓	✓	✓✓	The townscape of the Old Kent Road will be enhanced by high quality buildings, where the design and layout help to form a legible townscape and define streets and public spaces which will enhance the quality of the public realm. Tall buildings would need to carefully managed in terms of protecting and enhancing existing heritage assets and compatibility with existing development, long views and the provision of green space. This will have positive effects on the health and wellbeing of communities.
IIA 12 To conserve and enhance the historic environment and cultural assets	✓	✓	✓	✓	Policies encourage a heritage led regeneration approach which sustains, enhances and better reveals the significance of heritage assets and avoids harm. New high density development will need to carefully consider any nearby heritage assets in terms of their setting and encouraging the historic environment is maintained and enhanced.
IIA 13 To protect and enhance open spaces, green corridors and biodiversity	✓✓	✓	✓	✓✓	There are opportunities for new and improved parks and green infrastructure in the public realm strategy and accompanying new buildings 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.
IIA 14 To reduce vulnerability to flooding	✓	-	✓	✓	Improvements to public realm and green infrastructure would include provision of SUDS which would help reduce the risk of flooding.

IIA 15 To provide everyone with the opportunity to live in a decent home	✓	✓	✓	✓	The design of new buildings, including using sustainable building techniques and encouraging high quality layout, frontages and facilities such as cycle parking, in addition to surrounding improved public realm supports the delivery of high quality homes for people.
IIA 16 To promote sustainable transport and minimise the need to travel by car	✓	✓	✓	✓	Access to buildings and places will be improved by the implementation of good design that will preserve and enhance the historic environment and built heritage through distinctively developing significant improvements to the public places, for all groups.
IIA 17 To provide the necessary infrastructure to support existing and future development	✓	✓	✓	✓	Large scale infrastructure improvements to transport, green space or community facilities would be provided to support revitalised neighbourhoods. New development would be subject to a revised level of CIL/ S106 contributions to help fund large scale infrastructure improvements in the OA. This would benefit all groups and improve accessibility to health and social facilities.

IIA Objectives	Policy Theme 3	Timescale			Draft AAP Policies
		S	M	L	Commentary on Results
IIA 1 To tackle poverty and encourage wealth creation	✓✓	✓	✓✓	✓✓	Policies support the provision of 5,000 new jobs in employment clusters and a revitalised high street improving the range of job opportunities for the OA. This would benefit 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. The extension of the CAZ will encourage a greater diversity of jobs in a variety of functions central to London's economy.
IIA 2 To improve the education and skill of the population	✓✓	✓	✓✓	✓✓	There would be more opportunities for training and apprenticeships as a result of the provision of new jobs in the employment clusters and high street. 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. Poor health can be exacerbated by socio-economic challenges such as unemployment therefore the provision of new jobs and apprenticeships will improve health, particularly mental health, benefiting groups such as young adults, the unemployed and low income groups.
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. Introducing mixed use neighbourhoods and a variety of jobs and shopping facilities 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 provision of new jobs, and support for SME businesses through low cost workspace promotes the diversity of people, ideas and the economy in the OA. The enhancement of shopping facilities in the area may benefit a variety of ethnic minority businesses as there will be more footfall and residents to use local facilities.
IIA 6 To reduce contributions to climate change	-	x	✓	✓	New workspace and development incorporating retail would need 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 to travel to work 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 impacts of construction may have short term negative impacts on climate change.
IIA 7 To improve the air quality	-	x	-	✓	The AAP would encourage a reduction in the number of journeys made by car to visit shops and to travel to work by the reduction in car parking particularly in existing retail parks. The introduction of the BLE and two new underground stations would reduce car use, 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. The impacts of construction may have short term negative impacts on air quality.
IIA 8 To avoid waste and maximise, reuse or recycle waste arising as a resource	-	-	-	?	The AAP would need to promote the reduction of waste in construction particularly as large scale change is envisaged. The waste disposal and recycling facilities for commercial and residential development would need to be carefully managed in mixed use schemes and increased population and jobs will increase waste.
IIA 9 To encourage sustainable use of water resources	-	-	-	-	The demand for water and foul sewage disposal is likely to increase with significant levels of new development, and the AAP would need to encourage sustainable reuse of water and use of rainwater limiting the impact on surface and groundwater in new development. The sustainable use of water would benefit the health of the population.
IIA 10 To maintain and enhance the quality of land and soils	✓✓	✓	✓✓	✓✓	There will be many more opportunities to make effective use of land through reuse of previously developed land and remediate issues of contamination which may affect many industrial areas around the OA. Soil quality will improve with more opportunities for new green spaces. Remediation of the effects of contamination would have a positive impact on health, particularly on more vulnerable groups.
IIA 11 To protect and enhance quality of landscape and townscape	✓✓	✓	✓✓	✓✓	The quality of townscape and landscape would be enhanced particularly through the introduction of business clusters and a revitalised high street, improving links between spaces and providing outdoor public space and pleasant surroundings for workers and residents alike. 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 for employment and retail uses would need to carefully consider the impact on adjoining conservation areas and listed buildings. There would be many opportunities to promote new cultural, leisure and sports facilities which would enhance the health of the population and provide an attractive place to work and shop.
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 mixed use development to improve biodiversity. The provision of green spaces would improve the long term health and wellbeing of workers and encourage people to visit and shop in the area.
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 workers and local people. New employment and mixed use development would need to utilise SUDS techniques in scheme design. Schemes should reduce flows to a greenfield rate or minimise run off rates as far as possible.
IIA 15 To provide everyone with the opportunity to live in a decent home	-	-	-	-	Mixed use development will incorporate high quality new homes and provide jobs and shopping facilities for the benefit of local people.
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 to work or shop in the OA 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 will enhance its ability to improve the high street environment and 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.

IIA Objectives	Policy Theme 4	Timescale			Draft AAP Policies
		S	M	L	Commentary on Results
IIA 1 To tackle poverty and encourage wealth creation	✓✓	✓	✓✓	✓✓	The increased civic and academic presence and the opportunity to bring higher education institutions to the OA will help diversify the economy of the Old Kent Road high street. The increase in education, leisure, arts and health jobs and related training opportunities will increase employment opportunities for the large proportion of unemployed people in the area. The potential for higher paid jobs in these sectors may help address income deprivation affecting children and older people. Increased local choice may reduce the costs of travel to health, education, leisure and arts facilities.
IIA 2 To improve the education and skill of the population	✓✓	✓	✓✓	✓✓	Provision of new schools and early years care and the opportunity for new higher education will widen the local offer of courses. Improving the skills and qualifications of the population may benefit those currently unemployed and reduce skills shortages as many people are currently employed in lower skilled work in the OA.
IIA 3 To improve the health of the population	✓✓	✓	✓✓	✓✓	Provision of new play and sports facilities will enable more active lifestyles, particularly among children and young people. Provision of new health facilities can improve treatment and care services through co-location and increasing accessibility. This would be of benefit to those with drug and alcohol problems, long term illness, mental health problems or physical disabilities. New arts, culture and commercial leisure facilities can benefit mental and emotional health for both residents and visitors to the area, including for those with mental health problems.
IIA 4 To reduce the incidence of crime and the fear of crime	✓	-	✓	✓	Provision of inclusive facilities – co-located health services and schools used by the wider community – can contribute to community cohesion, reducing the fear of crime. Student management plans and incorporating student housing into mixed communities will mitigate antisocial behaviour by and crime against students. Crime and barriers to services exacerbate current levels of deprivation in the area and improvements may benefit low income groups.
IIA 5 To promote social inclusion, equality, diversity and community cohesion	✓✓	✓✓	✓✓	✓✓	Ensuring school facilities are available for voluntary and wider community use will support inclusion, including that of faith groups. Reduced travel cost to health, education, leisure and arts would improve equality of access for lower income groups. Ensuring any significant student housing development delivers a range of housing types will facilitate cohesion. Interaction of different groups within the local community will be facilitated by new arts, culture and leisure facilities. Improvement of the local offer of social infrastructure could improve the equality of access to the large number of people of black and minority ethnic background in the OA and the accessibility of services for people who are elderly or have a disability. New play and education facilities will benefit children and young people.
IIA 6 To reduce contributions to climate change	?	-	?	?	Emissions from travel to more distant social infrastructure, arts, culture and leisure facilities may be reduced, but this may be somewhat negatively offset by the embodied carbon in the construction of new facilities.
IIA 7 To improve the air quality	-	-	-	-	More walkable local facilities may reduce some sources of traffic and associated emissions but this may not affect broader trends of traffic through the area.
IIA 8 To avoid waste and maximise, reuse or recycle waste arising as a resource	-	-	-	-	New facilities will generate waste and measures both on and off site will be required to meet reuse and recycling targets.
IIA 9 To encourage sustainable use of water resources	-	-	-	-	New facilities will consume water and efficiency measures will be required to meet targets for water use and sewerage discharge.
IIA 10 To maintain and enhance the quality of land and soils	✓	-	✓	✓	Land will be used more effectively through increasing the mix of uses with additional education, health, arts, culture and leisure.
IIA 11 To protect and enhance quality of landscape and townscape	-	-	-	-	New facilities will need to be designed sensitively to protect and enhance the landscape and townscape.
IIA 12 To conserve and enhance the historic environment and cultural assets	✓	-	✓	✓	New leisure, sporting, cultural and arts destinations and facilities will add to the amount and diversity of local assets.
IIA 13 To protect and enhance open spaces, green corridors and biodiversity	✓✓	✓	✓✓	✓✓	New play spaces of a range of types for children and young people will be provided. The provision of green spaces would improve the long term health and wellbeing of the population and will benefit children through provision of new play space.
IIA 14 To reduce vulnerability to flooding	-	-	-	-	Facilities will likely be provided in areas at risk of flooding and critical drainage areas. Flood resilience and sustainable drainage measures will be required.
IIA 15 To provide everyone with the opportunity to live in a decent home	✓	-	✓	✓	New student housing would provide a range of house types in larger developments for couples, families and staff, of benefit to adults and children not served by standardised student housing.
IIA 16 To promote sustainable transport and minimise the need to travel by car	✓	-	✓	✓	The co-location of services and creating more walkable neighbourhoods by increasing the range of social infrastructure in neighbourhoods - play space accessibility will be increased for instance - will improve options for sustainable transport.
IIA 17 To provide the necessary infrastructure to support existing and future development	✓✓	✓	✓✓	✓✓	Ensuring sufficient social infrastructure will be available to serve the growing population, coordinated with infrastructure delivery in Lewisham, will support the delivery of 20,000 homes. Opportunities for shared use of health facilities and of schools will improve deliverability.

IIA Objectives	Policy Theme 5	Timescale			Draft AAP Policies
		S	M	L	Commentary on Results
IIA 1 To tackle poverty and encourage wealth creation	✓✓	✓	✓✓	✓✓	Growth of 5,000 net jobs and diversification of the economy in the OA will rely on the Bakerloo Line extension bringing accessibility up to Central London levels and making land suitable for a greater range of employers. Local people will also be able to access a greater number of jobs outside the OA where public transport accessibility is increased. This will provide opportunities for people on lower incomes or who are unemployed.
IIA 2 To improve the education and skill of the population	✓	-	✓	✓	Development providing a greater range of education facilities will be enabled by transport improvements, benefitting children and young adults in particular.
IIA 3 To improve the health of the population	✓✓	✓	✓✓	✓✓	Providing opportunities for active transport and discouraging car use will encourage healthy lifestyles, although this may not directly benefit people with disabilities and older people. Improving air quality, highways safety and reducing the impacts of construction such as dust and noise will reduce associated disease or injury. Development providing health improvements through housing, employment and social infrastructure provision will be enabled by transport improvements. Reducing highways impacts will allow more interaction in the public realm, which can improve mental and emotional health.
IIA 4 To reduce the incidence of crime and the fear of crime	✓	-	✓	✓	Reducing highways impacts and prioritising walking will create a more inclusive public realm, reducing the fear of and opportunities for crime.
IIA 5 To promote social inclusion, equality, diversity and community cohesion	✓✓	✓	✓✓	✓✓	Prioritising limited car parking provision for families with children and people with disabilities will help ensure the accessibility of new development for these groups. Car sharing and transport infrastructure could reduce transport costs, improving equality of access to a range of services for people on lower incomes or who are unemployed. The enhancement of the Old Kent Road and other public realm will enable interaction and social cohesion among different groups.
IIA 6 To reduce contributions to climate change	✓✓	✓	✓	✓✓	Reducing use of the private car and efficient highway design will reduce carbon emissions.
IIA 7 To improve the air quality	✓✓	✓	✓	✓✓	Reducing congestion through public transport improvements, low or car free development, management of freight servicing, mitigating construction impacts and maintaining the movement function of the Old Kent Road will reduce harmful emissions and improve air quality
IIA 8 To avoid waste and maximise, reuse or recycle waste arising as a resource	-	-	-	-	Transport improvements are unlikely to lead to operational waste generation but waste from construction should be managed sustainably.
IIA 9 To encourage sustainable use of water resources	-	-	-	-	Transport improvements are unlikely to lead to operational water use and sewerage generation.
IIA 10 To maintain and enhance the quality of land and soils	✓	✓	✓	✓	Reducing the amount of land required for car parking will allow the more efficient use of land for development.
IIA 11 To protect and enhance quality of landscape and townscape	✓✓	✓	✓✓	✓✓	The enhancement of the Old Kent Road as a place, legibility measures, mitigation of the impacts of congestion on the public realm and strictly limiting the amount of car parking spaces will improve the interaction of different elements of the built environment and improve the overall townscape.
IIA 12 To conserve and enhance the historic environment and cultural assets	-	-	-	-	The design of transport improvements should respect the historic environment and access to cultural assets.
IIA 13 To protect and enhance open spaces, green corridors and biodiversity	✓	-	✓	✓	Improvements to the cycling and walking network will improve access to open space.
IIA 14 To reduce vulnerability to flooding	?	-	-	?	Transport and access arrangements for new development should be designed to allow safe access and egress in the event of flooding. Streets should be designed to incorporate sustainable drainage alongside their other functions, which may present design challenges.
IIA 15 To provide everyone with the opportunity to live in a decent home	✓✓	✓	✓✓	✓✓	The delivery of 20,000 homes will be enabled by the improved public transport accessibility provided by the Bakerloo Line extension. This will include specialist and affordable housing for low income groups, unemployed people, people with a long term illness or disability and older people.
IIA 16 To promote sustainable transport and minimise the need to travel by car	✓✓	✓	✓	✓✓	The Bakerloo Line extension, bus infrastructure, pedestrian access, cycle access, hire and network improvements, way-finding and interchanges between sustainable transport modes will allow existing and new residents and visitors to make sustainable transport choices.
IIA 17 To provide the necessary infrastructure to support existing and future development	✓✓	✓✓	✓✓	✓✓	Transformation in the area will be made deliverable by the uplift in development capacity in advance of the Bakerloo Line extension. New tube stations will be designed to accommodate development above them. Development will contribute to tube infrastructure and interchanges with other modes, enabling the overall transformation. Accommodating additional demand for buses, encouraging more walking and cycling and mitigating impacts of new development on highways will facilitate its delivery.

IIA Objectives	Policy Theme 6	Timescale			Draft AAP Policies
		S	M	L	Commentary on Results
IIA 1 To tackle poverty and encourage wealth creation	✓	-	✓	✓	Decentralised energy can help reduce fuel poverty and provide protection against future price rises. The security of energy supply from decentralised energy can benefit local businesses and help retain employment as well as creating energy related jobs locally.
IIA 2 To improve the education and skill of the population	✓	-	-	✓	New education facilities can benefit from energy security and affordability and reduced water and sewerage costs.
IIA 3 To improve the health of the population	✓✓	✓	✓✓	✓✓	New open space for informal recreation, events, sports, cycling and walking will help to encourage active lifestyles among all groups. Improvement and enhancement of open space, including quiet natural spaces, and planting within the public realm and on redeveloped sites can lead to mental and emotional health benefits. Sustainable drainage systems will maximise its amenity benefits to local people.
IIA 4 To reduce the incidence of crime and the fear of crime	-	-	-	-	New open spaces should be designed to prevent opportunities for crime.
IIA 5 To promote social inclusion, equality, diversity and community cohesion	✓	-	✓	✓	New open spaces will provide the opportunity for different groups to interact and contribute to social cohesion. Reduced energy and water costs in new affordable homes will benefit low income, unemployed or older people living in new homes, but similar cost savings may not be available to the same groups living in existing homes in the OA.
IIA 6 To reduce contributions to climate change	✓✓	✓	✓✓	✓✓	Sustainable drainage systems will help to mitigate the increased frequency of heavy rainfall associated with climate change. Reinforced habitat corridors and space for nature conservation will help to protect biodiversity from climate change impacts. The creation of an Old Kent Road heat network will reduce the carbon emissions from new development.
IIA 7 To improve the air quality	✓✓	-	✓	✓✓	Meeting or exceeding air quality neutral standards and measures to improve air quality will help to address the unacceptable levels of air pollution in the OA.
IIA 8 To avoid waste and maximise, reuse or recycle waste arising as a resource	-	-	-	-	Environmental infrastructure and open spaces should maximise the opportunities for waste reuse and recycling.
IIA 9 To encourage sustainable use of water resources	✓✓	✓	✓✓	✓✓	Encouraging the use of greywater re-use systems in major development will reduce the demand for potable water. Sustainable drainage systems will reduce the demand on sewerage and the need for sewer upgrades.
IIA 10 To maintain and enhance the quality of land and soils	✓	-	✓	✓	Design standards for sustainable drainage systems will prevent soil contamination.
IIA 11 To protect and enhance quality of landscape and townscape	✓✓	✓	✓✓	✓✓	New and enhanced open space, trees, landscaping and green surfaces will make a significant contribution to local landscape character. Greening will soften the townscape impact of dense new development.
IIA 12 To conserve and enhance the historic environment and cultural assets	✓	-	✓	✓	New space for cultural events will add to the OAs assets and may be of benefit to local groups such as faith communities. New open space has the opportunity to enhance the setting of historic environment assets.
IIA 13 To protect and enhance open spaces, green corridors and biodiversity	✓✓	✓	✓✓	✓✓	New parks, green routes, trees, planted landscaping, green surfaces and enhancements to existing open spaces will expand and reinforce the wider green infrastructure network. Including nature conservation in the role of open space and enhancing strategic habitat corridors will protect and enhance biodiversity and increase access to nature. The biodiversity benefits of sustainable drainage systems will be maximised.
IIA 14 To reduce vulnerability to flooding	✓	-	✓	✓	Major development will incorporate sustainable drainage systems to reduce the risk of surface water and sewer flooding, which could mitigate risk to vulnerable groups such as homeless people.
IIA 15 To provide everyone with the opportunity to live in a decent home	✓	-	✓	✓	Green and environmental infrastructure will help enable the delivery of new homes.
IIA 16 To promote sustainable transport and minimise the need to travel by car	✓	-	✓	✓	Green links will encourage people to choose to cycle or walk for more journeys, making routes more attractive for older people, children and for people with certain disabilities or mental health problems.
IIA 17 To provide the necessary infrastructure to support existing and future development	✓✓	✓✓	✓✓	✓✓	Sufficient open space will be provided to prevent a decrease in provision standards with the increased population from new development. Maximising street trees and green surfaces will allow the acceptable design of denser urban neighbourhoods. Collaborative approaches to sustainable drainage greywater systems, flexible delivery of the neat network and area-based approaches to air quality improvements will help facilitate deliverability across groups of sites

IIA Objectives	Implementation policies	Timescale			Draft AAP Policies
		S	M	L	Commentary on Results
IIA 1 To tackle poverty and encourage wealth creation	✓	✓	✓	✓	Partnership working will help maximise the positive impacts identified against the other policy themes and monitoring will ensure their effectiveness.
IIA 2 To improve the education and skill of the population	✓	✓	✓	✓	Partnership working will help maximise the positive impacts identified against the other policy themes and monitoring will ensure their effectiveness.
IIA 3 To improve the health of the population	✓	✓	✓	✓	Partnership working will help maximise the positive impacts identified against the other policy themes and monitoring will ensure their effectiveness.
IIA 4 To reduce the incidence of crime and the fear of crime	✓	✓	✓	✓	Partnership working will help maximise the positive impacts identified against the other policy themes and monitoring will ensure their effectiveness.
IIA 5 To promote social inclusion, equality, diversity and community cohesion	✓	✓	✓	✓	Partnership working will help maximise the positive impacts identified against the other policy themes and monitoring will ensure their effectiveness.
IIA 6 To reduce contributions to climate change	✓	✓	✓	✓	Partnership working will help maximise the positive impacts identified against the other policy themes and monitoring will ensure their effectiveness.
IIA 7 To improve the air quality	✓	✓	✓	✓	Partnership working will help maximise the positive impacts identified against the other policy themes and monitoring will ensure their effectiveness.
IIA 8 To avoid waste and maximise, reuse or recycle waste arising as a resource	✓	✓	✓	✓	Partnership working will help maximise the positive impacts identified against the other policy themes and monitoring will ensure their effectiveness.
IIA 9 To encourage sustainable use of water resources	✓	✓	✓	✓	Partnership working will help maximise the positive impacts identified against the other policy themes and monitoring will ensure their effectiveness.
IIA 10 To maintain and enhance the quality of land and soils	✓	✓	✓	✓	Granting temporary planning permission on vacant sites will facilitate the efficient use of land. Compulsory purchase of land when appropriate will ensure the optimum use of sites.
IIA 11 To protect and enhance quality of landscape and townscape	✓	✓	✓	✓	Partnership working will help maximise the positive impacts identified against the other policy themes and monitoring will ensure their effectiveness.
IIA 12 To conserve and enhance the historic environment and cultural assets	✓	✓	✓	✓	Partnership working will help maximise the positive impacts identified against the other policy themes and monitoring will ensure their effectiveness.
IIA 13 To protect and enhance open spaces, green corridors and biodiversity	✓	✓	✓	✓	Partnership working will help maximise the positive impacts identified against the other policy themes and monitoring will ensure their effectiveness.
IIA 14 To reduce vulnerability to flooding	✓	✓	✓	✓	Partnership working will help maximise the positive impacts identified against the other policy themes and monitoring will ensure their effectiveness.
IIA 15 To provide everyone with the opportunity to live in a decent home	✓✓	✓✓	✓✓	✓✓	Direct delivery and Southwark Regeneration in Partnership projects will deliver new homes, including affordable and specialist housing for people on low incomes, with disabilities, who or unemployed or older people.
IIA 16 To promote sustainable transport and minimise the need to travel by car	✓✓	-	-	✓✓	Exploring joint governance arrangements will help to deliver the Bakerloo Line extension, increasing sustainable transport choices.
IIA 17 To provide the necessary infrastructure to support existing and future development	✓✓	✓✓	✓✓	✓✓	Partnership working will enable strategic infrastructure delivery and the revision of the CIL charging schedule will provide finance for infrastructure

IIA Objectives	North area	Timescale			Draft AAP Policies
		S	M	L	Commentary on Results
IIA 1 To tackle poverty and encourage wealth creation	✓✓	x	✓	✓✓	Reinforcing the role of the Old Kent Road as a high street will help to retain and grow employment in town centre businesses. Reinforcing and expanding the cluster of office-led businesses and complementing uses in the area around Crimscott Street and Mandela Way and maximising opportunities to expand the area's cultural offer will diversify the local economy. There may be a short term displacement of businesses and jobs from development sites, but long term capacity will be provided to double the number of jobs in the Mandela Way and Crimscott Street area from 2,200 to 4,400. The greater range and wages of the jobs associated with a central London economy have the potential to benefit unemployed and low income groups and the children and older people affected by income deprivation.
IIA 2 To improve the education and skill of the population	✓	-	✓	✓	New school places will be provided to serve the increased population and increasing the education options for children and young people. Diversification of the economy will provide opportunities for a greater range of employee training. It will be important to manage the access to people who are currently unemployed or on low incomes.
IIA 3 To improve the health of the population	✓✓	x	✓	✓✓	New healthcare and treatment facilities will be provided to serve the increased population and improved accessibility may benefit groups dependent on regular healthcare access. A new east west link, new open space and green links will provide opportunities for exercise and recreation with benefitting all groups including children, older peoples and people with mental health problems. New housing and the expansion of employment opportunities will help reduce the impacts of poor quality housing and unemployment on health. Short term impacts of construction through dust, noise, air quality and disruption to active travel routes could affect the resident population and will need to be managed.
IIA 4 To reduce the incidence of crime and the fear of crime	✓	-	✓	✓	Improvements to the public realm will be provided by establishing new streets, other links and open spaces, providing inclusive access to new and existing public facilities, reducing opportunities for and the fear of crime.
IIA 5 To promote social inclusion, equality, diversity and community cohesion	✓	-	✓	✓	New and reinforced links across the Old Kent Road and increased pedestrian permeability at Bricklayers Arms will promote accessibility for older people or those with disabilities and provide physical links between existing communities. New open space and social infrastructure will maintain the overall level of provision for the population. It will be important to enable equal access across communities to new employment opportunities. New housing will benefit all groups, including older people, people with disabilities, people on low incomes and students.
IIA 6 To reduce contributions to climate change	✓	x	-	✓	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	-	-	-	?	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	-	-	-	-	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	-	-	-	-	Additional population levels will increase water consumption from both commercial and domestic developments. It will be important to maximise the efficiency of water use and reuse during construction and in new development.
IIA 10 To maintain and enhance the quality of land and soils	✓	-	✓	✓	Providing higher density mixed use development will use land more efficiently as a resource.
IIA 11 To protect and enhance quality of landscape and townscape	✓✓	-	✓	✓✓	Strengthening the street frontages and reinforcing the rhythm of building heights will enhance the townscape along the Old Kent Road. Improving the public realm and creating an integrated built environment at Bricklayers Arms will create a new key piece of townscape for central London. Care will need to be taken to successfully manage the impact of tall buildings and maximise their contribution to the urban design of the area.
IIA 12 To conserve and enhance the historic environment and cultural assets	✓✓	?	✓	✓✓	Identifying buildings of townscape merit and historical or architectural interest will improve the conservation and enhancement of the historic environment. The significance of heritage assets including Page's Walk conservation area, 155 Old Kent Road (the White House), Driscoll House, Paragon Gardens and the old fire station will be sustained and enhanced. The outstanding universal value of the Palace of Westminster world heritage site will be preserved. Maximising opportunities to expand the area's cultural offer will increase these assets in the long term, while there may be a short term displacement of cultural workspace.
IIA 13 To protect and enhance open spaces, green corridors and biodiversity	✓	-	✓	✓	Strengthening the presence of Burgess Park on the Old Kent Road and providing a substantial new park at Mandela Way and other open spaces will provide for a range of open space functions. The provision of open space per population will be maintained as a minimum. 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.
IIA 14 To reduce vulnerability to flooding	-	-	-	-	It will be important to ensure new developments maximise flood resilience and the use of sustainable drainage systems.
IIA 15 To provide everyone with the opportunity to live in a decent home	✓✓	✓	✓✓	✓✓	Around 4,448 new homes will be provided, including new council homes and potential student housing.

					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	✓✓	?	✓	✓✓	Reinforcing a new east-west link, improving Old Kent Road crossings and permeability at Bricklayers Arms will encourage walking and cycling. Avoiding adverse highway or bus service impacts at Bricklayers Arms will ensure public transport remains an attractive option. There may be short term impacts of construction traffic, which will need to be carefully managed.
IIA 17 To provide the necessary infrastructure to support existing and future development	✓✓	✓	✓✓	✓✓	Providing infrastructure including school places and health facilities across proposals sites will enable sites under different ownership to come forward. Development will generate funding for the removal of the Bricklayers Arms flyover.

IIA Objectives	Central area	Timescale			Draft AAP Policies
		S	M	L	Commentary on Results
IIA 1 To tackle poverty and encourage wealth creation	-	x	-	✓	There may be a displacement of businesses and jobs from development sites in the central area due to a number of existing employment sites and trading estates proposed for residential use. If these sites come forward for redevelopment before the business clusters have intensified there will be fewer opportunities for retention. However in the Bermondsey Trading Estate and railway arches in this area, the industrial sector is anticipated to grow and be protected. Impacts on jobs and the population will vary depending on phasing however in the long term land uses are expected to be more compatible in this location.
IIA 2 To improve the education and skill of the population	✓	-	✓	✓	New school places will be provided to serve the increased population and increasing the education options for children and young people. Diversification of the economy will provide opportunities for a greater range of employee training. It will be important to manage the access to people who are currently unemployed or on low incomes.
IIA 3 To improve the health of the population	✓✓	x	✓	✓✓	New healthcare and treatment facilities will be provided to serve the increased population and improved accessibility may benefit groups dependent on regular healthcare access. The consolidation of employment areas and reducing the impact of existing trading estates within residential areas would benefit health. Short term impacts of construction through dust, noise, air quality and disruption to active travel routes could affect the resident population and will need to be managed.
IIA 4 To reduce the incidence of crime and the fear of crime	✓	-	✓	✓	Improvements to the residential neighbourhoods by establishing new housing, links and open spaces would improve crime levels and reduce fear of crime around quiet industrial areas.
IIA 5 To promote social inclusion, equality, diversity and community cohesion	✓	✓	✓	✓	New open space and social infrastructure will maintain the overall level of provision for the population. New housing will benefit all groups, including older people, people with disabilities, people on low incomes and students. Better community cohesion may be established by introducing new housing to existing residential areas and consolidating industrial areas away from residential.
IIA 6 To reduce contributions to climate change	✓	x	-	✓	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	-	-	-	?	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	-	-	-	-	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	-	-	-	-	Additional population levels will increase water consumption from both commercial and domestic developments. It will be important to maximise the efficiency of water use and reuse during construction and in new development.
IIA 10 To maintain and enhance the quality of land and soils	✓	-	✓	✓	Providing higher density mixed use development will use land more efficiently as a resource and provide opportunities to remediate contamination benefiting health.
IIA 11 To protect and enhance quality of landscape and townscape	✓✓	-	✓	✓✓	The central area will benefit from strengthening neighbourhoods by the redevelopment of industrial sites as residential where sites are in established residential areas. The consolidation and growth of industrial areas make efficient use of land adjacent to railways where residential development would be less suitable. This will benefit overall health by creating quiet residential only neighbourhoods limiting the impacts of heavy traffic and pollution. Care will need to be taken to successfully manage the impact of tall buildings and maximise their contribution to the urban design of the area.
IIA 12 To conserve and enhance the historic environment and cultural assets	✓✓	✓	✓	✓✓	The central area introduces opportunities to sustain and enhance the significance of heritage assets including three conservation areas and key listed buildings within residential neighbourhoods.
IIA 13 To protect and enhance open spaces, green corridors and biodiversity	✓	-	✓	✓	New open space would be expected to accompany new high density residential development. 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.
IIA 14 To reduce vulnerability to flooding	-	-	-	-	It will be important to ensure new developments maximise flood resilience and the use of sustainable drainage systems.
IIA 15 To provide everyone with the opportunity to live in a decent home	✓✓	✓	✓✓	✓✓	The central area will benefit from strengthening residential neighbourhoods and amenity for existing and new residents by the redevelopment of industrial sites as residential where sites are in established residential areas. 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	✓	-	-	✓	Improving linkages across the area to encourage walking and cycling will improve health through physical activity. Some areas of redevelopment will be further away from Old Kent Road and new underground stations however improving connections will be key.

| IIA 17
To provide the necessary infrastructure to support existing and future development | ✓ | ? | - | ✓ | It will be important to ensure new residential development is accompanied or served by good health, community and education facilities and improves public transport options, to benefit the health of the population. |

IIA Objectives	Southern area	Timescale			Draft AAP Policies
		S	M	L	Commentary on Results
IIA 1 To tackle poverty and encourage wealth creation	✓✓	?	✓	✓✓	There will be an overall increase in the number of jobs in the area, from approximately 1,800 now to approximately 2,000 by the end of the plan period which will increase opportunities for employment. New employment space will build on the existing strengths of the current character of the area such as encouraging the provision of light industrial, creative workspaces in focused workspace clusters. It will also diversify the overall job market by introducing more retail and other town centre uses and services along the Old Kent Road frontage. This will increase both access to jobs and services for the local community, which will reduce the chances of unemployment and poverty. This will be supported by a large number of new homes in which local residents and people from further afield will be able to stimulate the local economy through local spending. Targeted clusters for types of workspaces will enable the local employment market to sustain itself in a more intense urban form, gaining a critical mass and opening up opportunities for other supplementary services such as retail and other customer facing aspects of business. This will also open up the integration of community and training schemes with the employment clusters and jobs sectors. There is a short term risk of displacement of existing employers being displaced by redevelopment; however employers which currently contribute to the Old Kent Road local economy should be accommodated for in new development where appropriate and feasible. Land ownership is relatively fragmented across the majority of development sites, meaning it is currently difficult to plan which sites come forward for development in phases.
IIA 2 To improve the education and skill of the population	✓✓	✓	✓✓	✓✓	New schools will be delivered to accommodate the increased population in the area. There is the potential to increase opportunities for education and training schemes by intensifying jobs into focused clusters which build on the existing strength's of the southern area's employment uses. This opportunity may be through linking with the light industrial creative manufacture studio-based employment and creative premises and cultural organisations like those currently in the area. The southern area is also relatively close to the arts-based Goldsmiths College in New Cross in the London Borough of Lewisham, providing future opportunities for cross-boarder skills, training and education schemes. The large amount of development, much of which will be large schemes delivered on large sites, will enable us implement our borough-wide planning policy of requiring local construction training and apprenticeship programmes, as well as guaranteed employment for local residents in the completed development, where appropriate.
IIA 3 To improve the health of the population	✓	?	✓	✓✓	There is a large opportunity to improve the health of the population through rationalising and re-integrating existing employment sites into higher density sustainable mixed use neighbourhoods. Such a change in land uses, urban form and layout will encourage walking and cycling, avoiding the current concentration of industrial sites, which can cause a large amount of Heavy Goods Vehicle traffic and air pollution. New open and green spaces will also provide the opportunity for recreation and exercise, improving the health of the population. The increased residential population through the large number of new homes will create demand for new health centres and facilities which will need to be delivered as part of development proposals in the area. In the shorter term, there is a risk of potentially increased HGV movements due to increased construction activity which may have air quality, safety and amenity impacts for pedestrians and cyclists. These impacts will need to be carefully assed and managed.
IIA 4 To reduce the incidence of crime and the fear of crime	✓✓	✓	✓✓	✓✓	The current urban form for much of the southern area (for example, industrial estates and retail parks) is not designed to minimise the incidence of crime or perception of crime through typical designing-out-crime principles. Development proposals for these types of sites will be required to implement designing-out-crime principles, including a clear network of streets and paths for way finding, a mix of land uses enabling street activity through out the day and evening and architectural and landscaping details. These measures will help to reduce the incidence of crime and fear of crime. An increased residential population and intensified and increased employment clusters will increase street activity, helping to engender a greater sense of safety.
IIA 5 To promote social inclusion, equality, diversity and community cohesion	✓✓	?	✓	✓✓	The redevelopment of the current employment sites in the southern area of the Old Kent Road opportunity area will promote community cohesion by enabling people to reconnect and mix in walkable sustainable neighbourhoods. Redevelopment of sites will improve general accessibility through improved public realm for groups with mobility issues. The increased residential population will create demand for new community facilities and open and green spaces in the area which will be delivered as part of development. There is a risk that many church groups based in industrial and other types of no-purpose-built buildings could be displaced if not reprovided for in development proposals. These church groups are largely composed of people from BME backgrounds, meaning there could be a disproportionate impact on this group. However, we will be encouraging the best use of community facilities to include provision for faith groups to meet in spaces shared with other uses such as schools. Increased construction activity has the potential to disrupt residents and will need to be managed carefully.
IIA 6 To reduce contributions to climate change	✓	x	?	✓	Creating new walkable higher density mixed use neighbourhoods based around public transport connections and open space will help to reduce carbon emissions. Due to the quantity of development potential, there is a risk the scale of intensification of land uses will use more energy and contribute to a greater amount of carbon emissions. However, other policies in the plan, such as our energy and flood risk policies, will help to manage and mitigate this impact carefully. There is also a short term risk of increase in carbon emissions through construction activity.
IIA 7 To improve the air quality	?	x	-	?	There is a risk that due to the intensification of land uses proposed and the higher density the land uses will be delivered in, air quality could be impacted negatively through increased building and vehicle emissions, particularly during extended construction phases of development. However, the AAP air quality policy will attempt to offset this. The development of a new tube station in the south area should improve air quality in the long term by reducing car use.
IIA 8 To avoid waste and maximise, reuse or recycle waste arising as a resource	-	-	-	?	The southern area currently hosts the Integrated Waste Management Facility (IWMF), a state of the art waste processing plant for both the public and wider waste industry contractors to use. The facility has several different sustainable functions to process waste in a variety of ways. The AAP seeks to secure future-proof development around the IWMF. 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 Objective					Commentary
IIA 9 To encourage sustainable use of water resources	?	?	?	?	An increased population living and working in the opportunity are a will increase demand on water resources. These impacts will need to be carefully managed through planning policy and monitoring.
IIA 10 To maintain and enhance the quality of land and soils	✓✓	✓	✓✓	✓✓	Enabling the redevelopment of industrial sites, particularly the gasworks as a park, will require land remediation where contamination exists, before development proposals are built out. This will improve the quality of the land and soils. The gas works site is likely to come forward later rather than sooner in the plan period.
IIA 11 To protect and enhance quality of landscape and townscape	✓✓	✓	✓✓	✓✓	The southern area currently has limited buildings and spaces identified as having townscape merit, and where they do exist they will be required to be successfully integrated into and enhanced by development proposals. Due to the current lack of identified buildings and spaces of townscape merit there is a significant opportunity for development proposals to enhance the quality of the town and landscape through redevelopment.
IIA 12 To conserve and enhance the historic environment and cultural assets	✓	✓	✓	✓	The southern area currently has a small number of listed buildings and conservation areas. There are also several buildings of architectural or historic interest scattered across the area. These assets will be required to be successfully integrated into and enhanced by development proposals.
IIA 13 To protect and enhance open spaces, green corridors and biodiversity	✓✓	✓	✓✓	✓✓	The southern area has several existing open and green spaces which are well used, and in the future the area will need more due to the increased population. The southern area has several larger open spaces indicatively planned as part of site allocations, as well as a key green spine proposed along the route of the former surrey canal. This will help to enhance access to open and green space and biodiversity.
IIA 14 To reduce vulnerability to flooding	✓	?	✓	✓	New green spaces in the southern area will help reduce flood risk by slowing down surface water runoff. However, it is anticipated that the green spaces will be delivered later in the plan period rather than sooner. There is a need to ensure development proposals reduce the risk of flooding through applying the AAP's flood risk and SUDs policy.
IIA 15 To provide everyone with the opportunity to live in a decent home	✓✓	✓	✓	✓✓	The southern area has the potential to accommodate approximately 13,700 new homes. This will significantly increase the opportunity to access housing which is well designed, built to a high standard and fit for purpose. However it will be important to ensure a proportion of the homes are affordable so they are accessible to people on lower and middle incomes, as these are the groups that in some circumstances would otherwise not be able to access decent housing.
IIA 16 To promote sustainable transport and minimise the need to travel by car	✓✓	✓	✓	✓✓	The southern area is likely to host one of the two London Underground stations for the Bakerloo Line Extension (BLE). This would improve public transport accessibility and enable a rationalisation of bus services which currently clog the Old Kent Road. Development would also be required to implement walking and cycling routes and connect and integrate with surrounding neighbourhoods and development sites which will promote and encourage walking and cycling. The proposed residential densities and clustering of employment uses will help ensure a critical mass to sustain all necessary services within easy walking distance. Car parking provision will be minimised and the large surface car parks currently on the big box retail development sites in the southern area such as the Cantium retail park will not be reprovided for space-for-space, and will not be at grade level. This will help to minimise travel by car.
IIA 17 To provide the necessary infrastructure to support existing and future development	✓	?	✓	✓✓	The southern area contains a large amount of development potential, including a significant number of homes and jobs. This will also require supporting infrastructure including public transport provision, community, and health and education facilities as well as public and private green and open space. This supporting infrastructure will be required to be delivered through the site allocations in the AAP.

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

MENTAL WELL-BEING IMPACT ASSESSMENT: SCREENING REPORT
The impact of the redevelopment of the Old Kent Road area on the mental well-being of the local people living and working in the area.

Report by: Tony Coggins and Nina James

Screening Meeting held on: Friday 5th February 2016

Present:
Tim Cutts, Southwark Planning and policy Team
Sarah Totterdell, Community Participation team, Southwark Council
Ambrose Omoma, Community Involvement Project worker, Southwark Council
Any Florin, Mental Well-being Specialist, Lambeth and Southwark Public Health Department

What is an MWIA Screening?
The desktop Mental Well-being Impact Assessment (MWIA) screening tool has been designed to help people who are planning or providing policies, services, programmes or projects to begin to find out how they might make a difference to mental well-being. The process is designed to help people decide whether its worth undertaking a more intensive MWIA involving a wide range of people: screening is the *first* stage in MWIA and is a reflection of the view of a small group of invited stakeholders but it can be a valuable stand alone short assessment.

Summary of Project/proposal being screened
Southwark Council is developing a Plan for the Old Kent Road (Old Kent Road Area Action Plan), which will inform its re-development, this will include significant changes to the physical environment including housing, business and transport. The focus of the consultation and evidence gathering to-date has been on the retail and industrial land rather than existing housing land. However, the plan period will cover a 20 year period and because of this will need to be flexible to accommodate and manage change across the opportunity area. Any regeneration of Southwark housing estates would be undertaken in accordance with the principles agreed by Southwark's cabinet in July 2015.   The Bakerloo line may be extended from Elephant and Castle to Lewisham along the Old Kent Road creating 2 stations with a completion date of 2030. If this goes ahead it will fundamentally transform the area.

An integrated impact assessment is being undertaken on the plan and the findings from the screening could inform this process.

Summary

A wide range of potential long term and short-term impacts on the determinants of mental well-being have been identified by the screening. These are summarised below.

Population groups who may be disproportionately affected:

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A number of population groups who may be disproportionately affected by the regeneration of the Old Kent Road area have been identified:

Later Life
The key areas that influence mental health in later life are age discrimination, participation, relationships, physical health and poverty. Fear of crime and lack of transport are also consistent themes with 'daily hassles' contributing more significantly to psychological distress than major life events. Participants felt that potentially the redevelopment will impact positively on older people if it results in the development of more suitable housing (homes for life) and more accessible local shops rather than the large retail parks which currently exist. However the changing identity of the area may be difficult for those who have lived there for a long time and may have a strong sense of connection with the existing Old Kent Road.

- **Socio-economic Position (SEP)**

SEP refers to the position of individuals and families relative to others measured by differences in educational outcomes, income, occupation, housing tenure and wealth. Socio-economic position shapes access to material resources and is a major determinant of health inequalities. There is a high proportion of social housing and poverty in the area. Participants felt that there was a fear that much of the new housing won't be affordable to these groups, potentially increasing inequality as those of a higher SEP move in. Because of this, affordable housing and private rented housing for middle income groups will need to be an important part of the mix of homes to be built.

- **Race and ethnicity**

Race and ethnic differences in the levels of mental well-being and prevalence of mental disorders are due to a complex combination of socio-economic factors, racism, diagnostic bias and cultural and ethnic differences and are reflected in how mental health and distress are presented, perceived and interpreted. Participants thought that there was an increasing presence of Latin American and East African/Middle Eastern businesses, and a large number of African based faith churches in the area who have the potential to be affected both positively and negatively. In the short-term the redevelopment potentially offers a to boost business, given the additional housing and increasing population. However in the long-term (10 – 15 years) there is both the threat that as premise prices rise some of the small cultural business may be displaced but also an opportunity for existing businesses to benefit from a growing customer base. . There is also potential for rising prices to similarly affect the large proportion of faith groups in the area, however there's a real opportunity here to ensure existing community assets are protected and promoted by the redevelopment.

- **Disability**

Life chances (notably education, employment and housing) social inclusion, support, choice, control and opportunities to be independent are key factors influencing the mental health of people with disabilities. Participants felt that improved transport links and accessibility would potentially impact positively on people with disabilities however in the short-term the impact may be negative in the form of disruption to travel routes e.g. temporary closure of foot paths for people who are sight impaired.

- **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.

- **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

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

- 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.

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 being going on for about a year plan. Have most of the information and are staring 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	**+ve:** Long term there should be opportunities for: - New facilities. Potential facilities which might be needed include play space and childcare facilities. - Opportunities to build in accessibility e.g. for buggies. - Development of quality housing with sufficient bedroom space to avoid overcrowding. **-ve:** Possible negative impacts in the short term: - Pressure on existing facilities until the new infrastructure is in place, as this potentially won't happen immediately. - Potential impact on formative years of those born during the change i.e. in the case that the infrastructure isn't there. - More pressure on public transport until Bakerloo line extended. Will be especially difficult if you have young children. - Suggested action: Identify needs in the AAP and focus on collaborative approach to ensure that infrastructures can be provided at the right time.

	Scope to work with TfL to run extra bus services in the interim.
Adolescence	**+ve:** • Potential long-term benefits from development of 1-2 new secondary schools and access to more sophisticated facilities. • The Old Kent Road itself currently creates a North/South divide. The redevelopment includes a plan to get rid of the barrier, reconnecting communities who've been historically separated – an opportunity to be seen as one community and connect more easily • Redevelopment aims to make it easier to get around the area e.g. via increased cycle access. Could increase young peoples access to Burgess park **-ve:** • If there are not enough facilities for young people to meet as their numbers increases with population increases • No negative impacts were identified.
Later life	**+ve:** • Older people would like easier access to 'ordinary shops' (high street shops), rather than the large retail parks which currently exist. The redevelopment would provide opportunities for a 'highstreet' offer, and the chance to make the industrial and retail areas more permeable/walkable. • Could link to "Age-Friendly borough" work led the Communities team **-ve:** • 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?
Gender	Gender implications are unclear, although: • Potential for employment opportunities to benefit local people. Planning policy would require that jobs in construction which may benefit men more. The completed developments are targeted at local people – so it would depend on the nature of the emerging business longer-term. • Business in the area is currently male dominated, so it is likely that changes would have more of an impact on them. However, most people who work there commute from outside the Old Kent Road area so the impact on local residents could be minimal. • Could have a positive impact on single parents (most of which are women) if there's a focus to create jobs for them in the area. So there's a potential here to improve income and reduce childhood poverty. **-ve:** • In the short term, potential that stay at home parents could suffer from construction noise and this may affect more women than men.
Race and ethnicity	There's an increasing presence of Latin American and East African/Middle Eastern businesses in the area, who have the potential to be affected. There's also a large number of African based faith churches as it's been a low cost

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	area to rent premises in **+ve:** Short term: • Redevelopment provides opportunity to boost business, given the additional housing. Long term: • Expectation that property prices in the area would rise, so those faith groups who own their own premises would be in an advantageous position. **-ve:** Long term: • Danger faith groups in rented premises could be displaced as prices go up, although expectation is this would be over 10/15 years. Lots of people rely on these groups for support, so thought needs to be given to how redevelopment can support and promote this community asset. • Businesses who are renting may be priced out by landlords, but again this is likely to be over a longer period 10-15 years rather than immediate. • Suggested action: Ensure that new public buildings such as schools, as far as possible can be used by the wider community outside core hours. • Maintain clear channels of communication to ensure that groups are aware of and engaged in the wider process.
Socio-economic position (SEP)	**People main fear is that new housing will increase inequality rather than decrease it. Affordable housing** **+ve:** **-ve:** • 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.
Physical health	**+ve:** • **-ve:** •
Disability	**+ve:** Long term: • Benefits will include improved transport links and accessibility. **-ve:** Short term • Potentially negative impacts in the form of disruption to travel routes e.g. temporary closure of footpaths while development takes place. • Sight impaired people will have to find new routes they're not familiar with.

Sexuality and transgender	No identified impacts. **+ve:** ● **-ve:** ●
Other population groups	**Travellers** – there are currently three sites in the area. They won't be included as part of the redevelopment but there's a separate need to think about how Southwark meets the needs of this group and promotes social cohesion.
Others in settings	

3   Wider determinants Table 2 presents the assessment of the impact of **the redevelopment of the Old Kent Road area on** the wider determinants of health

Table 2: Wider determinants of health

WIDER DETERMINANTS (often at a socio-economic/environmental level)	Likely impact? Positive, negative or is it an indirect impact?
Access to quality Housing e.g. security, tenure, neighbourhood, social housing, shared ownership, affordable and appropriate	**Potential for another 20,000 homes** **+ve:** ● Overall, regeneration should increase access to good quality affordable and social housing. **-ve:** ● There's a risk that existing residents won't be able to afford the new housing – how affordable is affordable? – so a balance needs to be struck between the amount of housing going to new vs old residents. **Comment:** Could tie in with the Housing strategy. There is also a project funded by GSTT charity on engagement with residents in the Old Kent Road Opportunity Area.
*Physical Environment e.g. access to green space, trees, natural woodland, open space, safe play space, quality of built environment	**+ve:** ● Central to the plan. Ambition is to create a 'network' of different spaces, both improving access to existing space and creating high quality new space. ● Regeneration will include creation of communal garden space with different facilities for e.g. children's play and food

	growing.
	-ve:
	• Increased pressure on spaces such as Burgess Park which is already very popular and well used.
Economic security e.g. access to secure employment (paid and unpaid), access to an adequate income, good working conditions, meaningful work and volunteering opportunities	**+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.
Good quality food e.g. affordable, accessible	**+ve:** • Longer term there's the potential for community gardens to be developed, which would encourage people to grow their own food. **-ve:** •
Leisure opportunities e.g. participate in arts, creativity, sport, culture	**+ve:** • There aren't a huge amount of leisure opportunities in the area at the moment, so potential to provide facilities. **-ve:** • Short term: regeneration could put pressure on existing services in the borough, until infrastructure is

	developed.
Tackling inequalities e.g. addressing relative deprivation and poverty	**+ve:** • Opportunity to maximise amount of affordable housing provided. • Improved facilities and accessibility through the area, which should increase access to jobs. Southwark Council can make sure a certain proportion of new jobs are targeted at local people. **-ve:** • Danger that local people will be priced out of affordable/social housing, thus increasing inequalities. Mitigation will be required to address this.
*Transport access and options e.g. providing choice, affordability and accessibility	**+ve:** Long term: • The areas is very difficult to move around and this is an opportunity to make a significant difference to this. • This should be one of the biggest positive impacts, as a result of e.g. the Bakerloo line extension, segregated cycle lanes, improved access through the existing retail/industrial sites and network of spaces. **-ve:** Short term: • Additional pressure on transport links. Particularly buses which are already crowded. Action: • This could be mitigated with help from TfL by e.g. increasing frequency of buses.
Local democracy e.g. devolved power, voting, community panels	**+ve:** • Community councils already exist (Old Kent Road community forum was mentioned), so important to ensure these continue to be supported. • Community Infrastructure Levy will raise additional funds (25%) which can be used to support community projects. • Opportunity to engage people in the consultation and decision making processes resulting from the regeneration.

	• Opportunity to increase transparency e.g. around affordable housing. **-ve:** Action: Potential to use the findings from the wellbeing impact assessment to inform decisions around how the community infrastructure levy is allocated.
Ease of access to high quality public services e.g. housing support, health and social care	**+ve:** • Increasing number of GPs, which are attracting people to the area. **-ve:** • Potential Increased pressure on existing services in the short term
*Access to Education e.g. schooling, training, adult literacy, hobbies	**+ve:** • Potential increase in school places through addition of up to 8 primary schools and 2 secondary schools. • Potential increase training available to local people to train them into job that will be created by the development
Challenging discrimination e.g. racism, sexism, ageism, homophobia and discrimination related to disability, mental illness or faith	People have had different experiences of the success of tenure blind housing, so this would need to be investigated further. **+ve:** • The consultation process itself serves as an opportunity for local people to meet each other, potentially improving social cohesion.
Other?	

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

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
Individual level		
*A sense of control e.g. setting and pursuit of goals and ability to shape our circumstances	Peoples sense of control will be affected differently depending on who they are and how they are affected **+ve:** • 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. • There's been extensive consultation, so residents have had the opportunity to be involved in the decision making processes around the redevelopment. **-ve:** • 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. • Where particular residential areas are affected, if people are required to move this may affect their sense of control negatively	Option of using planning policies to safeguard cheap space, which would help minimise the negative impact on businesses.
*Belief in own capabilities and self determination e.g. sense of purpose and meaning	**+ve:** • 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	

	capacity building and self-efficacy. • Schools are interested in building awareness of the regeneration process into their curriculum **-ve:**	
Knowledge skills and resources to make healthy choices e.g. understanding what makes us healthy and being able to make choices	**+ve:** • Potential to improve people's opportunities to make healthy choices e.g. by connecting spaces and making it easier to walk/cycle. **-ve:**	
Maintaining independence e.g. support to live at home, care for self and family	**+ve:** • Opportunity to think about additional housing for the older generation. Potential for more adaptable housing which people can live in for longer under lifetime homes standards. So people can stay in their homes longer as they become frail. • Would ask developers to provide quota of housing for people with disabilities. **-ve:**	Age UK are very active in the area so potential opportunity to collaborate.
Community/organisation level		
Self-help provision e.g. information advocacy, groups, advice, support	**+ve** • Might create interest and need for advocacy **-ve:** • If there are not resources available to support increased advocacy/advice requirements	
***Opportunities to influence decisions** e.g. at home, at work or in the community	**+ve** • The consultation process itself has provided an opportunity for local people to be involved in the decision making process around the redevelopment. • As work continues there will be opportunity for more targeted	

	discussions e.g. older people **-ve:** • Need to be careful that consultations aren't being duplicated – risk of 'consultation overload' and people feeling like they're not being listened to.	
*<u>Opportunities for expressing views and being heard</u> e.g. tenants groups, public meetings	**+ve** • Again, the consultation itself provides an opportunity for this. **-ve:**	
*<u>Workplace job control e.g. participation in decision making,</u> work-life balance	**+ve** **-ve:** • Potential the redevelopment might make getting to work harder in the short term due to additional pressure on transport/construction work • Long term risk SMEs will be displaced as prices go up.	
<u>Collective organisation and action</u> e.g. social enterprise, community-led action, local involvement, trades unions	**+ve** • Regeneration should create opportunities for social enterprise. • Potential for local people to come together around the plan – offers motivation and a focus **-ve:**	
Resources for financial control and capability e.g. adequate income, access to credit union, welfare rights, debt management	**+ve** **-ve:**	The Action Plan won't directly impact this, however if there's a market you would expect organisations to respond.
Other?	**+ve** **-ve:**	

Table 4

Increasing resilience and community assets	Likely impact? Positive, negative or is it an indirect impact?	Comments or recommendations

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Individual level	
*Emotional well-being e.g. self esteem, self worth, **confidence**, hopefulness, **optimism**, life satisfaction, **enjoyment and having fun**	**+ve** • 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. **-ve:** • 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
*Ability to understand, think clearly and function socially e.g. problem solving, **decision making, relationships with others,** communication skills	**None identified**
Have beliefs and values e.g. spirituality, religious beliefs, cultural identity	**+ve:** • This could have a positive impact if it fosters better social mixing **-ve:** • People identify with the Old Kent Road area at the moment and its redesign and change could impact this. • As regeneration attracts new people to the area there's a danger people's sense of community and belonging will be disrupted – will the old identify with the new?
*Learning and development e.g. formal and informal education and hobbies	**+ve** • Development of primary and secondary schools • Training provided by developers/new employers **-ve:**
Healthy lifestyle e.g. taking	**+ve**

steps towards this by healthy eating, regular physical activity and sensible drinking	• The regeneration will see the development of communal gardens, and green spaces will be linked. • Development of children's play areas, which healthy activities can be designed into the plan. • Hope the regeneration will improve people's access to wildlife and nature conservation. • Steps can be taken to ensure new developments support better air quality. **-ve:** • Damage to air quality due to additional road traffic	
Community /Organisation level		
<u>**Trust and safety**</u> 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 thought the Evidence around this is mixed.
<u>***Social networks and relationships e**</u>.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?

	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
Emotional support e.g. confiding relationships, provision of counselling support	**+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.
Shared public spaces e.g. community centre, library, faith settings, café, parks, playgrounds, places to stop and chat	**+ve** • Clear opportunity for the regeneration programme to support the creation of shared public spaces.
Sustainable local economy e.g. local skills and businesses being used to benefit local people, buying locally, using Time Banks	**+ve** • Improved transport links. • Increased number of jobs, a certain number of which developers will have to award to local people. **-ve:** • Danger small businesses could get displaced. • Ensuring developers have to award a certain quota of jobs to local residents will help mitigate this. • Developers will also have to secure a certain amount of their resources from local businesses.
Arts and creativity e.g. expression, fun, laughter and play	**+ve** • Gradually changing use of the business park for creative spaces. This has the potential to increase.
Other?	**+ve** **-ve:**

Table 5

Facilitating participation and promoting inclusion	Likely impact? Positive, negative or is it an indirect impact?	Comments or recommendations
Individual level		
***Having a valued role** e.g. volunteer, governor, carer	**+ve** • The regeneration process itself has generated opportunities for local involvement in decision making via the consultation. • Additional schools will require governors. • Housing developments will lead to increased opportunities for people to take up roles on e.g. Tenants and Residents Associations. **-ve:** • If people don't feel like their views are being taken into account this could make them feel less valued.	
Sense of belonging e.g. connectedness to community, neighbourhood, family group, work team	**+ve** • Potential to broaden sense of belonging as the North/South divide will be removed. • The change will happen over a long period of time which should minimise the impact. **-ve:** • Could people lose their sense of belonging who really identify with the place at the moment (especially the older generation) – given the change and influx of new people?	People have very Different perceptions of whether they feel they belong to the area
***Feeling involved** e.g. in the family, community, at work	**+ve** • Consultation should help ensure local people feel involved in the process and wider community.	
Community /Organisation		

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level		
Activities that bring people together e.g. connecting with others through groups, clubs, events, shared interests	**+ve** • Consultation itself provides opportunity to bring people together.	Difficult to say whether there will be more activity going on as a result of the redevelopment.
Practical support e.g. childcare, employment, on discharge from services	**+ve** • Yes - developers will have to offer training opportunities to prospective employees.	
Ways to get involved e.g. volunteering, Time Banks, advocacy	**+ve** • Southwark Council already has a Volunteering Strategy. Opportunity to support and promote this during the regeneration.	
Accessible and acceptable services or goods e.g. easily understood, affordable, user friendly, non-stigmatising, non-humiliating	**+ve:** • Mixed tenure potentially offers access to non-stigmatising housing **-ve:**	
Cost of participating e.g. affordable, accessible	**-ve:** • Danger that 'affordable housing' won't be affordable in reality due to definitions of affordable, which are not determined locally. Policies can put in place to mitigate the chance of this happening. • Longer-term business may find that new business space is less affordable, also true for faith groups and other community groups	
*Conflict resolution e.g. mediation, restorative justice	+ve: • The Action Plan making process serves as mediating function. Has to be considered by an inspector who is independent of the council. **-ve:**	

Cohesive communities e.g. mutual respect, bringing communities together	• Potential conflict arising from the different opinions expressed in the consultation, and those who emerge feeling they've been listened to and those who haven't, e.g. its all 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 , <mark>years</mark>

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

<mark>A majority of the population</mark>

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

		appraisal
		23
Yes	Does your proposal affect in a negative way any of your population groups in Table 1?	
Yes	Does your proposal affect in a negative way any of the wider determinants and protective factors in Tables 2- 5	
Yes	For some of the wider determinants and protective factors of mental well-being, are some of the impacts of your proposal unknown?	
Yes	Are the impacts likely to be over a long period of time (one year or more)	
Yes	Is there an opportunity to influence the delivery of the proposal you are screening?	

If there are two or more answers of yes or 'don't know' then it is advisable that there is likely to be value in undergoing further MWIA investigation.