

SUSTAINABILITY REPORT
Draft—Transport Planning for Sustainable Development
Supplementary Planning Document

London Borough of Southwark
Planning Policy Team
~~October 2007~~ August 2008

**TIMETABLE FOR PREPARING THIS DOCUMENT AND HOW TO COMMENT
OBTAIN MORE INFORMATION ABOUT THIS DOCUMENT**

PROPOSED TIMETABLE FOR CONSULTATION AND HOW TO COMMENT

CONSULTATION	TIMETABLE
Consultation on Scoping Report.	August to September 2007
Consultation on draft Transport Supplementary Planning Document accompanied by a Sustainability Appraisal report, and Equalities Impact Assessment.	11 October 2007 to 19 February 2008
Amend Transport Supplementary Planning Document and Sustainability Appraisal <u>amended if necessary</u> following consultation.	March to May <u>August</u> 2008
Publish <u>Publication of the Final</u> version of the Transport Supplementary Planning Document accompanied by a Sustainability Statement	June <u>September</u> 2008

HOW TO COMMENT ~~OBTAIN MORE INFORMATION ON~~ ABOUT THIS REPORT DOCUMENT

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~~Consultation on this supplementary planning document begins 11 October 2007. All comments must be received by 5pm TUESDAY 19 FEBRUARY 2008.~~

NON-TECHNICAL SUMMARY

A Sustainability Appraisal is carried out as part of the preparation of planning documents. This is to assess whether economic issues such as access to employment, social issues such as equalities and diversity and environmental issues such as air quality are fully considered in preparation of the SPD.

What planning document is being appraised?

The council ~~has~~ ~~is~~ ~~preparing~~ ~~ed~~ a supplementary planning document (SPD) on transport planning for sustainable development (from now on referred to as the SPD).

The reason for preparing the SPD is to provide more information on the transport policies contained in Part 2, Section 5 of the Southwark Plan (UDP) July 2007 in a framework that sets out guidance for applicants, development control officers, the public, businesses, councillors and other interested parties on information that will be required by the council. The SPD will provide transparency to developers on possible reasons for approval and refusal of planning permission for new development.

Section 1 of this report provides more detail on the draft SPD.

What process has been taken to appraise the likely effects of the plan?

The SA process consisted of a series of steps:

- The first stage involves deciding on the key issues that the appraisal will focus on. It includes the preparation of a scoping report that will highlight the key issues being considered early on in the SPD process.
- The next stages involve testing the likely impacts of the SPD on the environmental, economic and social issues set out in the scoping report. Usually there are a few different approaches that could be taken to guiding development. These are called options. The likely impacts of different options are tested and compared. The SPD is currently at this stage.
- Once the plan has been agreed (adopted), its social, economic and environmental impacts will then be monitored through the council's annual monitoring report.

Section 2 of this report provides more detail on the appraisal process.

What sustainability issues are relevant to the borough?

There are key social, economic and environmental issues faced in Southwark that need to be taken into consideration by the draft SPD. These are:

- **Relatively high levels of deprivation:** Southwark is the 17 most deprived borough in England (out of 354).
- **Employment inequalities and employment opportunities:** In 2005, Southwark's working age employment rate (63.6%) was lower than the London average (65.1%), and the borough Job Seekers Claimant Count (4.7%) was higher than the London average (4%).
- **Education, skills and training deprivation:** There are high levels of education, skills and training deprivation in Southwark.
- **Health inequalities and noise nuisances:** Health deprivation varies across the borough.

- **Need to promote equality, diversity social cohesion:** Southwark sees the promotion of equality and social cohesion as a key aspect of delivering sustainability.
- **High levels of crime and fear of crime:** In Southwark 45% feel safe at night, 89% in daytime.
- **Accessibility:** Little comprehensive data has been identified relating to this issue. A recent review of tenants halls in Southwark found that of the samples surveyed, none were fully compliant with the Disability and Discrimination Act.
- **Energy efficiency and use of renewables:** Recent research shows that the average borough household consumes 21% more energy and produces 12% more CO2 than a standard 3 bedroom semi-detached house built to 1995 Building Regulations.
- **Poor air quality:** The majority of Southwark is located within a designated Air Quality Management Area. In this area UK air quality objectives for key pollutant gases are unlikely to be met.
- **Need to improve accessibility by public transport and minimise the need to travel by car:** Census data shows that between 1991-2001 there has been a shift in modes of transport use with more people now using train/tube (10%) buses/coaches (3%) and fewer people walking (-10%) and using their cars/motorcycles (-8%). Despite this, there is still a problem with congestion and pollution in large areas of the borough. There are proposals to significantly improve public transport infrastructure, particularly the Cross Rail Tram, The East London Line and improvements to the transport interchange at Elephant and Castle. Between 1991-2001 there was a shift in transport use with more people now using train/tube (10%) buses/coaches (3%) and fewer people walking (-10%) and using their cars/motorcycles (-8%). Despite this, there is still a problem with congestion and pollution in large areas of the borough.

Sections 4 and 5 of this report provide more detail on the sustainability issues relevant to the borough, and how these were identified.

What sustainability objectives were used to appraise the draft SPD?

The likely impacts of the SPD are identified using a set of sustainability objectives which relate to transport. The objectives reflect the current social, economic and environmental issues affecting the area. These objectives are:

Sustainability objectives
To tackle poverty and encourage wealth creation
To improve the education and skill of the population
To improve the health of the population
To reduce the incidence of crime and the fear of crime
To promote social inclusion, equality, diversity and community cohesion
To reduce contributions to climate change
To improve the air quality in Southwark
To promote sustainable transport and minimise the need to travel by car.

Section 6 of this report provides more information on the sustainability objectives used and how they were identified.

What are the likely significant effects of the draft SPD?

Overall, the appraisal indicated that the draft SPD is likely to make a positive contribution to sustainability. In particular the draft SPD will result in more sustainable

transport opportunities than if there was no SPD and the council relied only on the policy and information in the development plan. This is because the draft SPD makes clearer how development needs to occur so that it is sustainable in terms of the transport implications.

The following table summarises the overall effects of the draft SPD.

Objective	Overall impact
Regeneration and Employment Opportunities	The draft SPD is likely to improve access to employment opportunities by ensuring that all new development takes into account transport considerations such as location of development and proximity to public transport links.
Education	The draft SPD is likely to improve access to education and training opportunities by ensuring that all new development takes into account transport considerations such as location of development and proximity to public transport links.
Health	The draft SPD is likely to have positive benefits on the health of the population, by helping to reduce pollution and encourage walking and cycling.
Crime and Community Safety	The draft SPD is likely to have positive benefits on crime and community safety, by helping to ensure that people can travel safely through the borough.
Social inclusion and Community Cohesion	The community will have a better idea of what is expected of new development in terms of transport requirements.
Climate Change	The draft SPD is likely to reduce carbon emissions by reducing the need to travel by car
Air Quality	The draft SPD should help to improve air quality by reducing the need to travel by car
Sustainable Transport	The SPD aims to improve accessibility and reduce the need to travel by car by ensuring that all new developments are adequately served by sustainable public transport.

Section 6 of this report provides more detail on the likely significant effects of the draft SPD.

What difference has the appraisal process made?

The sustainability appraisal process has helped to identify the environmental, social and economic issues that the SPD needs to address. It is also an important way of checking to see how well the draft SPD has addressed these issues and identify how linked some of the issues are. This is very important, as the most effective approach will be one that can address the issues in a coordinated way. For example, identifying and encouraging sustainable transport that would have wide-ranging benefits across many issues and discouraging development that is not appropriate in Southwark because of impact on transport it will have.

The appraisal process has also provided the opportunity to consider how the draft SPD should be monitored to keep track of how well it is actually performing.

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Introduction – What is this document?

1.1 The council ~~has~~ ~~is~~ ~~preparing~~ a supplementary planning document (SPD) on transport planning for sustainable development (from now on referred to as the SPD). The reason for preparing the SPD is to provide more information on the transport policies contained in Part 2, Section 5 of the Southwark Plan in a framework that sets out guidance for applicants, development control officers, the public, businesses, councillors and other interested parties on information that will be required by the Council. The SPD will provide transparency to developers on possible reasons for approval and refusal of planning permission for new development. The SPD will be influential once the council has finally agreed it when decisions are being made on planning applications.¹

1.2 A Sustainability Appraisal (incorporating a Strategic Environmental Assessment) is carried out as part of the preparation of the SPD. This is to assess whether economic issues such as access to employment, social issues such as provision of excellent university facilities and environmental issues such as air quality are fully considered in preparation of the SPD.

Table 1 – Structure of Scoping Report

SECTION	CONTENT
Section 1	Explains why an SPD is needed covering transport planning for sustainable development. Sets out what a sustainability appraisal is, the consultation undertaken, and the planning policy requirements in the London and Southwark plans.
Section 2	Sets out the process for carrying out a sustainability appraisal.
Section 3	Identifies relevant national, regional and local plans and strategies setting out the messages that should be taken into account in preparing the SPD.
Section 4	Sets out social, environmental and economic data that can be used to describe the borough and how it is likely to change in the future. This is called baseline data.
Section 5	Sets out the main social, economic and environmental (sustainability) issues that needed to be taken into consideration when preparing the SPD. These are based on the baseline data and the messages in the relevant plans and strategies.
Section 6	Explains what impacts the draft SPD is likely to have on the social, economic and environmental issues. This section also explains how the draft SPD will be monitored once it is agreed to check it having the predicted impacts.
Section 7	Outlines the next steps in the sustainability appraisal process.

1.3 Further details on the legislative and policy background to sustainability appraisal are set out in Appendix 1.

Consultation

1.4 Consultation on the draft SPD ~~has~~ ~~is~~ ~~being~~ ~~been~~ carried out in accordance with the draft Southwark Statement of Community Involvement (SCI) (March 2006). This

¹ The SPD once adopted, will be a significant material consideration in determining planning applications.

sets out how individuals, community groups, developers and anyone else with an interest should be consulted on planning documents.

1.5 The council has a legal obligation to consult with the Environment Agency, English Heritage and Natural England on the scoping report for the sustainability appraisal, which was prepared in August 2007. The law requires these organisations are given 5 weeks to respond. A summary of the feedback received and how it has been taken into account by the council is given at Appendix 2.

Why is the SPD needed and what will it do?

1.6 Transport planning for sustainable development is about ensuring that transport considerations are taken into account when planning for new development. The London Plan and the Southwark Plan July 2007 set out planning policies that aim to deliver new development which is accessible, promote sustainable transport choices and minimise the need to travel, especially by car.

1.7 The reason for preparing the SPD is to provide more information on the transport policies contained in Part 2, Section 5 of the Southwark Plan (2007) in a framework that sets out guidance for applicants, development control officers, the public, businesses, councillors and other interested parties on information that will be required by the Council. . The SPD will provide transparency to developers on possible reasons for approval and refusal of planning permission for new development.

1.8 The planning policies in the Southwark Plan deal with a wide range of issues concerning transport including, the location of development, the transport impacts of new development, walking and cycling provision in new development, safeguarding strategic public transport improvement schemes, maximising the existing transport opportunities offered in certain areas, and car parking.

1.9 Details on the planning policy that the SPD is explaining is set out in Appendix 3.

What are the objectives of the SPD?

1.10 The SPD aims to raise understanding of transport planning and ensure that transport is a consideration early in the planning and design of new development. This should help to encourage more transport choices and sustainable development.

What topics does the draft SPD cover?

1.11 The SPD will apply across the borough to all types of development that require planning permission. The SPD sets out the policy context and provides some background information on the transport network in the borough. The majority of the document sets out the policies in the Southwark Plan, providing additional information on how the policies will be assessed and implemented. The SPD also sets out the decision making process that will be used by planning officers to determine if planning applications are suitable in terms of the transport implications of the development.

2. SUSTAINABILITY APPRAISAL METHODOLOGY AND TIMETABLE

2.1 A Sustainability Appraisal (incorporating a Strategic Environmental Assessment) is carried out as part of the preparation of the SPD. This is to assess what impacts the SPD is likely to have on economic issues such as supporting local businesses, social issues such as overcoming poverty and environmental issues such as climate change. The aim is to ensure these issues are considered from the start of preparing the SPD so that it has the best possible outcomes. There are five stages involved in undertaking a sustainability appraisal. These are set out in table 2 below:

Table 2 – Timetable for sustainability appraisal

Stages in undertaking a sustainability Appraisal	Timetable
<p>Stage A: This involves deciding on the key issues that the appraisal will focus on. It includes the preparation of a scoping report that will highlight the key issues being considered early on in the SPD process.</p>	<p>Consultation on the scoping report took place between August and September 2007.</p>
<p>Stages B, C and D: These stages involve testing the likely impacts of the SPD on the environmental, economic and social issues set out in the scoping report. Usually there are a few different approaches that could be taken to guiding development. These are called options. The likely impacts of different options are tested and compared. A Sustainability report is prepared for consideration by councillors when they agree the draft SPD for consultation. It is also provided for comment by the public with the SPD. An officer report will be given to members setting out how the public's comments have been dealt with when the final SPD is agreed. The sustainability appraisal is currently at this stage.</p>	<p>Consultation on the draft SPD and sustainability report took place <u>will occur</u> between <u>11th October 2007 and 19th February 2008</u> October and November 2007.</p> <p>Consideration of representations and adoption will take place <u>has taken place</u> between December 2007 and March <u>and August 2008</u></p>
<p>Stage E: Once the plan has been agreed (adopted), its social, economic and environmental impacts will then be monitored through the council's annual monitoring report.</p>	<p>Monitoring the SPD will take place once it has been adopted – March 2008.</p>

2.2 These stages and the way in which they are part of the SPD preparation process are described in more detail in Figure 3 in Appendix 1.

3. RELATIONSHIP TO OTHER PLANS AND PROGRAMMES

3.1 National, regional and local plans, programmes and strategies set out the messages that should be taken into account in preparing the SPD. This is because the SPD must make sure that it does not conflict with any of the messages and that it takes these forward where possible. National government guidance, regional guidance and local plans and strategies prepared by the council and other organisations that are relevant to the SPD have been reviewed.

Table 3 – Key messages of relevant plans and programmes

Key messages	Key Documents	Key Sustain ability Objectives (see table 6)
Meet the needs of all / tackle poverty social exclusion and deprivation improve education	UK: Sust. Dev. Strategy, PPS1, PPS3, PPS6, PPG17, Sust. Comm. Plan for London. Future of Higher Education Act 2004. London: London Plan, Economic Development Strategy, Accessible London. Local: Community Strategy, UDP, Employment Strategy, Children's & Young People's Plan, Open Spaces Strategy, Housing Strategy	SDO 3, SDO 5, SDO 13, SDO 15, SDO 16
Sustainable economy and town centres	UK: Sust. Dev. Strategy, PPS1, PPS6. London: Economic Development Strategy, Culture Strategy, London Plan. Local: UDP, Enterprise Strategy, Tourism Strategy	SDO 1, SDO 16
High quality, safe urban environments	UK: PPS1, PPG15, PPG16, PPG17, PPG24, PPS25, Sust. Comm. Plan for London. London: Accessible London, London Plan, Ambient Noise Strategy. Local: Community Strategy, UDP, LIP, Crime and Drugs Strategy, Children & Young People's Plan, Open Spaces Strategy, CABE By Design, CABE and English Heritage Tall Buildings guidance	SDO 11, SDO 12, SDO 13, SDO 14, SDO 16
Tackle congestion and promote sustainable transport	UK: DfT Transport Plan, PPS1, PPG13, PPS6, PPS10, Sust. Comm. Plan for London. London: Transport Strategy, London Plan. Local: UDP, LIP	SDO 7, SDO 16
Reduce pollution	UK: Sust. Dev. Strategy, PPS23, DfT Transport Plan, PPG24. London: London Plan, Air Quality Strategy, Local: UDP, Air Quality Management Plan, Contaminated Land Strategy	SDO 7, SDO 9, SDO 10, SDO 16
Prudent use of resources / reduce/reuse waste	UK: Sust. Dev. Strategy, PPS1, PPS10, PPS22, London: Energy Strategy, London Plan, Waste Management Strategy, London Remade Demolition Protocol. Local: Community Strategy, UDP, Climate Change Strategy, Waste Management Strategy	SDO 6, SDO 8, SDO 9
Reduce greenhouse gas emissions	International: Kyoto Protocol. UK: Climate Change Programme, PPS1, PPS22. London: Energy Strategy, London Plan. Local: Community Strategy, UDP, Climate Change Strategy	SDO 6
Adapt to climate change	UK: PPS1, PPS25. London: London Plan. Local: Climate Change Strategy	SDO 14
Protect biodiversity / improve access to natural environment	UK: Sust. Dev. Strategy, PPS1, PPS9, PPG17, UK Biodiversity Action Plan London: Biodiversity Strategy, London Plan, Local: UDP, Biodiversity Action Plan, Open Spaces Strategy	SDO 13
Housing supply and affordability	UK: Communities Plan, PPS 3 Housing, London: London Plan, Mayor's Housing SPG, London Housing Strategy Local: UDP, Housing Needs Survey, Draft Southwark Community Strategy: 2006-16, Southwark Housing Strategy 2005-2010, draft Affordable Housing SPG.	SDO 12
Conservation and archaeology	UK: PPG15, PPG16, London: London Plan, Local: UDP	SDO 15

4. SOCIAL, ECONOMIC AND ENVIRONMENTAL CONTEXT

4.1 Data can be used to describe the current characteristics of an area and predict how it is likely to change in the future, with or without the SPD. We have collected data to describe the social, environmental and economic characteristics of the borough.

4.2 There is always a starting point that we use to describe an area, as it is now, and compare how it may change in the future. This is called the baseline. The baseline for this scoping report is presented in Appendix 3. The topics that this data covers are listed in table 4 below.

Table 4 - Baseline Topics

• Regeneration and employment opportunities
• Health
• Social Inclusion and Community Cohesion particularly equalities issues
• Energy Efficiency and Renewable Energy
• Air Quality
• Waste management
• Water resources
• Quality in Design
• Conservation of Historic Environment
• Open Space and Biodiversity
• Flood risk
• Housing
• Sustainable Transport

4.3 Note: there is some data which is not currently available and will be added as it becomes available. Where data gaps exist, these have been clearly identified.

5. KEY SUSTAINABILITY ISSUES

5.1 This section sets out the main social, economic and environmental (sustainability) issues that need to be taken into consideration. These have been identified based on the baseline data and the messages of the relevant plans and strategies. The key sustainability issues are set out in table 5.

Table 5 – Key sustainability issues relevant to SPD

Sustainability issue	Key baseline data	How SPD can respond?
1. Relatively high levels of deprivation	Southwark is the 17 th most deprived local authority district in England (out of 354). Levels of deprivation, as measured by the aggregated Index of Multiple Deprivation remain high.	The SPD can ensure that new development provides good access to employment, training and leisure opportunities.
2. Employment inequalities and employment opportunities	Southwark's working age employment rate is much lower than the London and England average. Historically in Southwark, there has been a higher rate of youth unemployment, particularly amongst young black men. Jobseekers allowance: 8,210 Incapacity benefit claimants: 13,815 Lone parent claimants: 8,030 [2006 data].	The SPD will ensure that new development provides good access to employment opportunities.
3. Education, skills and training deprivation.	There are high levels of education, skills and training deprivation within Southwark. (SA scoping report Appendix 5)	The SPD will ensure that new development provides good access to education and training opportunities
4. Health inequalities and noise nuisances	Deprivation for health and disability varies across the borough. (SA scoping report Appendix 6)	Identify measures to reduce congestion and air pollution.
5. Need to promote equality, diversity social cohesion.	An Equality Impact Assessment is being prepared early in the plan making process to inform the sustainability appraisal of the SPD. The findings of the EQIA will form the baseline against which the effects of the SPD will be measured, particularly in relation to the following equality target groups: Age, Disability, Faith/belief, Gender, Race and ethnicity, Sexual Orientation.	An Equality Impact Assessment has been is being prepared early in the plan making process to inform the sustainability appraisal of the SPD.
6. High levels of crime and fear of crime	In Southwark 45% feel safe at night, 89% in daytime. Source: Southwark Residents Survey 2005	The SPD should ensure that people can travel safely throughout the borough.
7. Accessibility	Little comprehensive data has been identified relating to this issue. A	The SPD aims to ensure that new developments

Sustainability issue	Key baseline data	How SPD can respond?
	<p>recent review of tenants halls in Southwark found that of the samples surveyed, none were fully compliant with the Disability and Discrimination Act.</p>	<p>are accessible for disabled people and the mobility impaired. The SPD should seek to ensure that adequate parking provision is provided in new developments for disabled people/ mobility impaired and improve accessibility to public transport services for disabled people and the mobility impaired in new developments.</p>
<p>8. Energy efficiency and use of renewables</p>	<p>Recent research undertaken found that the average household in Southwark consumes 21% more energy and produces 12% more CO2 than a standard 3 bedroom semi-detached house built to 1995 Building Regulations.</p>	<p>Identify ways energy consumption can be reduced by encouraging more sustainable forms of transport.</p>
<p>9. Poor air quality</p>	<p>The majority of Southwark is located within a designated Air Quality Management Area. This is a designation assigned by the London Borough of Southwark that means that UK air quality objectives for key pollutant gases are unlikely to be met.</p>	<p>Encourage more sustainable forms of transport to address poor air quality and avoid polluting emissions.</p>
<p>10. Need to improve accessibility by public transport and minimise the need to travel by car</p>	<p>Census data shows that between 1991-2001 there has been a shift in modes of transport use with more people now using train/tube (10%) buses/coaches (3%) and fewer people walking (-10%) and using their cars/motorcycles (-8%). Despite this, there is still a problem with congestion and pollution in large areas of the borough.</p> <p>There are proposals to significantly improve public transport infrastructure, particularly the Cross Rail Tram, The East London Line and improvements to the transport interchange at Elephant and Castle.</p>	<p>The SPD aims to improve accessibility and reduce the need to travel by car by ensuring that all new developments are adequately served by sustainable public transport.</p>

What is the likely future of the borough without the draft SPD?

5.2 Regardless of whether there is an SPD or not, pressure on the existing transport infrastructure will increase as the population grows. Considering the transport implications of new development at an early stage will help to ensure that new development is successfully integrated into the existing transport infrastructure and improves it where possible.

5.3 Even without the SPD, the issues could still be addressed by applying the planning policies we currently have (see Appendix 3). However, without the guidance contained in the draft SPD this may not be done consistently or in the most effective way.

6. OUTCOMES OF THE SUSTAINABILITY APPRAISAL

How have the likely impacts of the SPD been identified?

6.1 The likely impacts of the SPD are identified using a set of sustainability objectives and questions known as an “appraisal framework”. The objectives should be achieved by the SPD to make sure it benefits the environment, economy and community, such as whether emissions of greenhouse gases will be reduced. The questions help to guide the assessment. The objectives reflect the current social, economic and environmental issues affecting the area and were consulted on as part of the scoping report. The objectives and questions are set out in table 6:

Table 6 – Sustainability Appraisal Framework

Objective	Criteria Questions	Sustainability Issue Covered
Regeneration and Employment Opportunities SDO 1. To tackle poverty and encourage wealth creation	Will it create job opportunities?	Relatively high levels of deprivation. Employment inequalities and employment opportunities.
	Will it encourage the retention and /or growth of local employment?	
	Will it promote inward investment?	
	Will it reduce the disparity with surrounding areas?	
	Will it improve the range of employment opportunities?	
Education SDO 2. To improve the education and skill of the population	Will it provide high quality education facilities? Particularly in areas of demonstrated educational deficiency?	Relatively high levels of deprivation. Education, skills and training deprivation.
	Will it provide opportunities to improve the skills of the population, particularly for young people and adults?	
	Will it help fill key skills gaps?	
Health SDO 3. To improve the health of the population	Will it promote healthy living?	Relatively high levels of deprivation. Health inequalities and noise nuisances
	Will it reduce health inequalities?	
	Will it reduce the impact of noise nuisance and/or vibrations on the population?	
Crime and Community Safety SDO 4. To reduce the incidence of crime and the fear of crime	Will it improve safety and security?	Relatively high levels of deprivation. High levels of crime and fear of crime
	Will it incorporate measures to reduce the fear of crime?	
Social inclusion and Community Cohesion SDO 5. To promote social inclusion, equality, diversity and community cohesion	Will it provide high quality accessible community facilities within the vicinity of people’s homes?	Relatively high levels of deprivation. Need to promote equality, diversity and social cohesion. Accessibility
	Will it promote equality and diversity?	
	Will it encourage people to meaningfully participate in local decisions?	
Energy Efficiency and Renewable	Will it achieve high standards of energy efficiency?	Energy efficiency and use of

Objective	Criteria Questions	Sustainability Issue Covered
Energy SDO 6. To reduce contributions to climate change	Will it encourage the generation and use of renewable energy?	renewables
Air Quality SDO 7. To improve the air quality in Southwark	Will it encourage a reduction in the journeys made by car?	Poor air quality
	Will it help achieve the objectives of the Air Quality Management Plan?	
	Will it encourage a reduction in the emission of key pollutants?	
Waste Management SDO. 8 To reduce waste and maximise use of waste arising as a resource	Will it provide appropriate waste management infrastructure? e.g. integrated recycling facilities	This sustainability issue is not dealt with by the SPD.
	Will it promote the reduction of waste during construction / operation?	
Water Resources SDO 9. To encourage sustainable use of water resources	Will it lead to a reduction in the quality of surface water/waterways?	This sustainability issue is not dealt with by the SPD.
	Will it reduce water consumption	
	Will it adopt technologies / infrastructure that will encourage the reuse of water / maximise water efficiency?	
Soil and Land Quality SDO 10. To maintain and enhance the quality of land and soils.	Will it lead to a reduction in the quality of soils?	This sustainability issue is not dealt with by the SPD.
	Will it encourage the remediation of land identified as potentially contaminated?	
Quality in Design SDO 11. To protect and enhance the quality of landscape and townscape	Will it enhance the quality and attractiveness of the built environment including the public realm?	This sustainability issue is not dealt with by the SPD.
	Will it have a negative impact on important strategic / local views?	
Conservation of Historic Environment SDO 12. To conserve and enhance the historic environment and cultural assets	Will it preserve and where appropriate enhance the historic environment and cultural assets?	This sustainability issue is not dealt with by the SPD.
	Will it involve the loss of existing traditional features of interest that positively contribute to the character of the area?	
Open Space and Biodiversity SDO 13. To protect and enhance open spaces, green corridors and biodiversity	Will it encourage development on previously developed land?	This sustainability issue is not dealt with by the SPD.
	Will it encourage the appropriate management or enhancement of existing open spaces or the creation of open spaces?	
	Will it enhance public access to open space and nature?	
	Will it promote the provision of high quality open space that caters for a variety of needs? Particularly in areas of regeneration?	

Objective	Criteria Questions	Sustainability Issue Covered
	Will it help achieve the goals of the Biodiversity Action Plan?	
Flood Risk SDO 14. To reduce vulnerability to flooding	Will it minimise the risk of flooding to the development area?	This sustainability issue is not dealt with by the SPD.
	Will it adopt the principles of Sustainable Urban Drainage Systems?	
Housing SDO 15. To provide everyone with the opportunity to live in a decent home	Will it contribute towards meeting housing need, in particular affordable housing and family homes?	This sustainability issue is not dealt with by the SPD.
	Will encourage the re-use of vacant dwellings?	
	Will it contribute towards improving the quality of homes and the living environment?	
Sustainable Transport SDO. 16 To promote sustainable transport and minimise the need to travel by car.	Will it reduce the need to travel, including the distance materials are transported?	Need to improve accessibility by public transport and minimise the need to travel by car.

6.2 The objectives have been compared to check if they are compatible with one another, or if there is the possibility that achieving one objective could affect how we can achieve another. A table illustrating this is included at Appendix 4.

6.3 The objectives have also been examined to ensure they evenly cover environmental, social and economic issues. A table illustrating the coverage of the objectives is included at Appendix 4.

Are the objectives of the draft SPD compatible with the sustainability objectives?

6.4 As a first step, the objectives of the draft SPD were compared with the sustainability objectives. This found that what the draft SPD is aiming for is consistent with the sustainability objectives, in particular those relating to transport. See table A5.1 in Appendix 5.

What are the alternatives to the draft SPD and how do these compare in sustainability terms?

6.5. The main alternative to developing the draft SPD is to not have one. This approach would rely on the existing planning policies (see Appendix 3) being used without any further guidance.

6.6 Table A5.2 in Appendix 5 demonstrates that having no draft SPD is not the most sustainable solution. This is because the draft SPD will provide greater certainty and clarity as to how new development should be designed to take transport considerations into account. It will also raise awareness of transport issues and allow appropriate transport considerations to be integrated into a development early on in

the design process. This should help to ensure that more sustainable transport choices are available therefore reducing congestion and pollution in the borough.

6.7 Preparing additional guidance to explain the sustainable transport planning policies will have particular benefits for reducing carbon emissions, promoting more sustainable transport choices and reducing the need to travel by car and improving access to services and facilities. There are also likely to be indirect benefits, such as a healthier population, reduced poverty and

6.8 No other options have been considered at this stage although the draft SPD provides guidance on policies in the Southwark Plan, for which a number of options were considered during its preparation.

What are the likely impacts of the draft SPD?

6.9 The final stage in the appraisal process involved a detailed testing of the guidance in the draft SPD against the sustainability framework.

6.10 Given that the draft SPD explains how development should encourage more sustainable forms of transport, the SPD performs well against environmental objectives. In particular there will be clear benefits for sustainable transport as well as air quality and energy efficiency and renewable energy.

6.11 Even though the draft SPD does not deal directly with social or economic issues, the appraisal found that there should be some good indirect impacts on achieving these objectives. These include:

- Improving the health of the population; if all new development is designed to encourage more walking and cycling this will be likely to improve the health of the population;
- Improve access to employment and training opportunities; the draft SPD encourages development to be located according to the existing transport infrastructure so that services are accessible;
- Crime and community safety; the draft SPD aims to ensure that people can travel safely throughout the borough
- Social inclusion and community cohesion; improving access to services should encourage social inclusion and community cohesion

There should not be significant impacts in terms of the costs involved in planning for sustainable transport. By raising awareness and understanding of the transport-related requirements that new development must take into account, the draft SPD will enable transport issues to be considered early in the planning and design of new development.

How have likely negative effects been avoided or reduced?

The draft SPD is not likely to have any negative sustainability effects, as its aim is to create more sustainable transport in the borough by improving the accessibility of services, providing more sustainable transport choices and minimising the need to travel, especially by car.

However there are certain sustainability objectives that, due to its thematic nature, the draft SPD cannot address. These include waste management, water resources,

soil and land quality, quality in design, conservation of the historic environment, open space and biodiversity, flood risk and housing.

How should the draft SPD be implemented?

The draft SPD will be used together with the Southwark Plan to set out the transport policies that will be used to assess planning applications. The guidance in the draft SPD ~~will set~~sets out the sequential decision making process that will be followed when determining planning applications. The guidance in the draft SPD will be expected to be adhered to by all planning applications that will have an impact on traffic and transport issues.

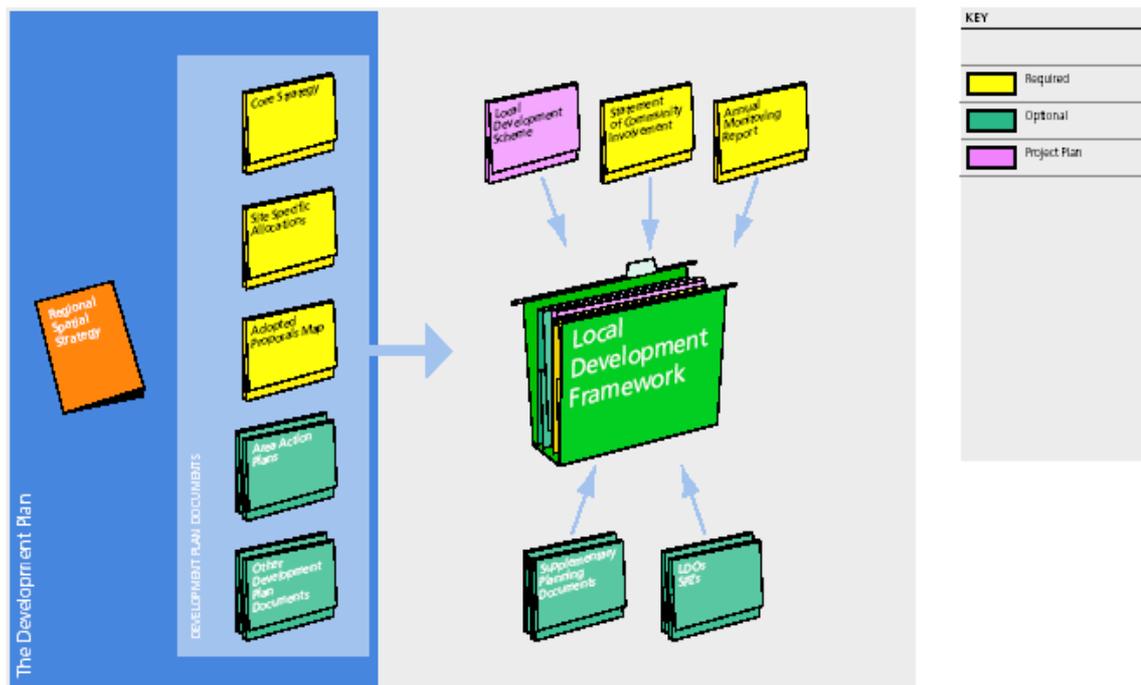
Monitoring

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 draft SPD. The most appropriate way to monitor the draft SPD is through the Local Development Framework Annual 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.

APPENDIX 1: LEGAL AND POLICY BACKGROUND FOR SUSTAINABILITY APPRAISAL AND SUPPLEMENTARY PLANNING DOCUMENTS.

The 2004 Planning and Compulsory Purchase Act introduced a number of significant changes to the planning system in England. Under the 2004 Act, existing unitary development plans are to be replaced by a local development framework (LDF). The LDF will include supplementary planning documents. An outline of the contents of the Local Development Framework is illustrated in Figure 1.

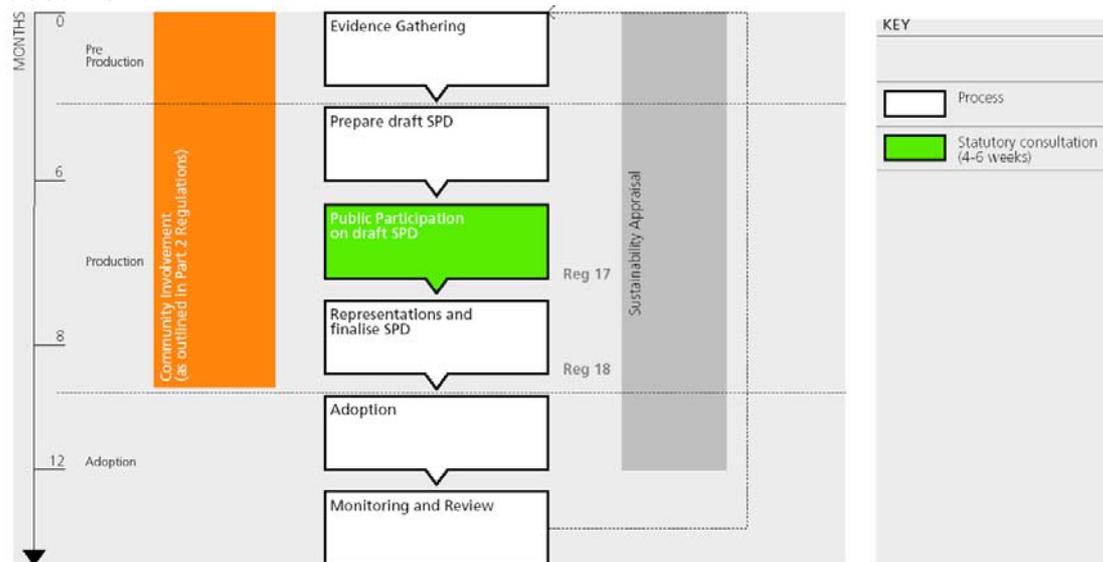
Figure 1 Local Development Framework Contents



The regional spatial strategy (the London Plan), and development plan documents comprise (are) the development plan and they are the primary (most important) consideration in determining (deciding) planning applications. Southwark adopted (agreed) a Unitary Development Plan, the Southwark Plan in 2007.

Supplementary Planning Documents (SPD) are guidance notes, additional to the Southwark Unitary Development Plan, that provide more information about how to implement the policies. They also contain background information that applicants may find useful when preparing their planning applications. This SPD will provide more guidance for transport planning. The stages in preparing a supplementary planning document are set out in Figure 2:

Figure 2 Stages in the preparation of a supplementary planning document



Section 39 of the Planning and Compulsory Purchase Act 2004 requires that Sustainability Appraisals are prepared for all local development documents, including SPDs.

Strategic Environmental Assessment and Sustainability Appraisal

The SPD falls within the definition of a 'plan or programme' under European Directive 2001/42 (the SEA Directive). As it is likely to have significant environmental effects, it must also undergo a Strategic Environmental Assessment (SEA), as part of a sustainability appraisal. The SEA directive is transposed (made) into UK law by the Environmental Assessment of Plans and Programmes Regulations 2004. Guidance on the implementation of the 2004 Regulations and the Planning and Compulsory Purchase Act is set out in the ODPM's Practical Guide to the Strategic Environmental Assessment Directive (September 2005) and Sustainability Appraisal of Regional Spatial Strategies and Local Development Documents (November 2005) respectively. These guidance documents set out a similar methodology to be used in the preparation of both SAs and SEAs. This is a *standard Scoping Report for the SA/SEA process, as defined in current then-ODPM guidelines, 'Practical Guide to the Strategic Environmental Assessment Directive' (September 2005) and 'Sustainability Appraisal of Regional Spatial Strategies and Local Development Documents' (November 2005)*. It is common practice that SAs incorporate an SEA. In the case of the SPD, all reference to SA should be understood as referring to both the SA and SEA process. The stages in the preparation of SA and their relationship to the stages in the preparation of a SPD are set out below (table 8).

The components of this report, which make up the Environmental Report for the purposes of a SEA are indicated in table 9:

Table 7 – Stages in preparing a SA and SEA in relation to the stages required in preparing a Supplementary Planning Document

SEA Stage	Sustainability Appraisal (SA) Stage that meets the requirements of the SEA Stage	SPD Stage
Stage A: Setting the context and objectives, establishing the baseline and deciding on the scope	Stage A: Setting the context and objectives, establishing the baseline and deciding on the scope	SPD Stage 1: Pre-production – Evidence gathering
Identifying other relevant plans, programmes and environmental protection objectives	A1: Identifying other relevant policies, plans and programmes and sustainable development objectives	
Collecting baseline information	A2: Collecting baseline information	
Identifying environmental problems	A3: Identifying sustainability issues and problems	
Developing SEA objectives	A4: Developing the SA framework	
Consulting on the scope of the SEA	A5: Consulting on the scope of the SA	
Stage B: Developing and refining alternatives and assessing effects	Stage B: Developing and refining options and assessing effects	
Testing the plan or programme objectives against the SEA objectives	B1: Testing the SPD objectives against the SA framework	
Developing strategic alternatives	B2: Developing the SPD options	
Predicting the effects of the plan or programme, including alternatives	B3: Predicting the effects of the draft SPD	
Evaluating the effects of the plan or programme, including alternatives	B4: Evaluating the effects of the draft SPD	
Mitigating the adverse effects	B5: Considering ways of mitigating adverse effects and maximising beneficial effects	
Proposing measures to monitor the environmental effects of the plan or programme implementation	B6: Proposing measures to monitor the significant effects of implementing the SPD	
Stage C: Preparing the Environmental Report	Stage C: Preparing the Sustainability Appraisal Report	
Preparing the Environmental Report	C1: Preparing the Sustainability Appraisal Report	
Stage D: Consulting on the draft plan or programme and the Environmental Report	Stage D: Consulting on the SPD and the Sustainability Appraisal Report	

SEA Stage	Sustainability Appraisal (SA) Stage that meets the requirements of the SEA Stage	SPD Stage
Consulting the public and Consultation Bodies on the draft plan or programme and the Environmental Report	D1: Public participation on the SA Report and the draft SPD	
Making decisions and providing information	D3: Making decisions and providing information	SPD Stage 3: Adoption
Stage E: Monitoring the significant effects of implementing the plan or programme on the environment	Stage E: Monitoring the significant effects of implementing the SPD	
Developing aims and methods for monitoring	E1: Finalising aims and methods for monitoring	
Responding to adverse effects	E2: Responding to adverse effects	

Table 8 - The components of the SA Report which make up the Environmental Report for the purposes of the Strategic Environmental Assessment

Information Required in Environment Report	Where covered in SA Report
Outline of the contents, main objectives of the plan or programme, and relationship with other relevant plans and programmes	Section 1
The relevant aspects of the current state of the environment and the likely evolution thereof without implementation of the plan or programme	Section 4
The environmental characteristics of areas likely to be significantly affected	Section 4
Any existing environmental problems which are relevant to the plan or programme	Section 5
The environmental protection objectives 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	Section 3, Appendix 4
The likely significant effects on the environment.	Section 6, Appendix 5
The measures envisaged to prevent, reduce and offset any significant adverse effects on the environment of implementing the plan or programme	Section 6
An outline of the reasons for selecting the alternatives dealt with	Section 6
A description of how the assessment was undertaken including any difficulties encountered in compiling the required information	Section 2, Appendix 1
A description of measures envisaged concerning monitoring	Section 6
A non-technical summary of the information provided under the above.	Opening section

Appendix 2 – Feedback on scoping report received from statutory consultees with officers’ response

Natural England – Responded 4 September 2007

Comment	Officer response
Natural England is pleased to see the inclusion and consideration of walking and cycling throughout this document as a sustainable transport option.	Comment noted.
The Scoping Report has suitable links and references to appropriate Plans and Programmes as listed under Chapter/ Section3- Relationship to other plans and programmes. Inclusion of references to PPS9 and the Mayor’s Biodiversity Strategy are particularly welcome and the potential for green wildlife corridors, especially in relation to rail schemes, and this is picked up in SDO13.	Comment noted.
Social, Economic and Environmental Context Chapter 4 provides a table of Baseline Topics (table 5), which does not appear to relate significantly to environmental contact expect with regards to the possibility of air quality. The Council may wish to reconsider this in respect of the potential for green corridors through railway embankments, segregated strips between foot and cycle paths where appropriate and the potential for green roof/walls fir new transport interchanges where appropriate.	Table 5 refers to the baseline topics that the SPD can have a direct impact on. This corresponds with the sustainability objectives identified in Table 7. The scoping report has been amended so that this is clear to the reader.
Chapter 5- Key Sustainability Issues provides a table of ten key issues (Table 6- pages 11 and 12), which can be welcomed by Natural England.	Comment noted.
Chapter 6- Sustainability Appraisal Framework, provides a list of sixteen objectives which can be broadly supported by Natural England and in particular the following: SDO6- To reduce contributions to climate change; SDO13- To protect and enhance open spaces, green corridors and biodiversity- see also comments above in respect of Chapter 4; SDO16- To promote sustainable transport and minimise the need to travel by car.	Comment noted.
Appendix 3: Relevant Plans, Programmes and Environmental Protection Objectives- This appendix does not provide any mention of PPS9 despite its reference in Chapter 3, similarly for PPG17- Open Spaces. If the documents have been removed with regards to limited or lack of impact then this should be reflected more strongly in the document, although there is limited potential for the inclusion and retention of PPS9- Biodiversity as mentioned above.	Appendix 3 refers to the plans, programmes and objectives that relate specifically to the SPD and the sustainability objectives identified in table 7. The scooping report has been amended so that this is clear to the reader.

English Heritage - No response

Comment	Officer response
No comments.	

Environment Agency- Responded 19 September 2007

Comment	Officer response
<p>The River Thames is currently an underutilised asset as part of London’s transport system, the SPD offers an opportunity to improve this in Southwark and promote cycling and walking:</p> <ul style="list-style-type: none"> ▪ Look at ways to increase river transport from construction and demolition sites ▪ Integrate river transport e.g. commuter boat services into Southwark’s transport network ▪ Promote the Thames Path as a cycling and walking route through the borough of Southwark. Secure improvements and new links to the Thames path as part of new development and regeneration. ▪ Look at ways to reduce pedestrian and cycle congestion in “hot spots” e.g. around Tower Bridge and London Bridge riverside areas ▪ Promote walking across Southwark with new signposting e.g. with distance and average times to key destinations. For example during suspension of underground services pedestrians are often unaware of walking routes and short distances between destinations ▪ Securing “first class” facilities and storage to encourage cycling across Southwark Council Moving goods by river instead of road can reduce emissions and road congestion. 	<p>This comment does not relate directly to the scoping report and instead focuses on the Transport SPD. The Environment Agency will get the opportunity to comment on the draft Transport SPD during the statutory consultation period.</p>
<p>The Revised Deposit Draft UDP The Revised Deposit Draft UDP 2004 contained robust objectives and policies on river transport. Objective T.9 stated thus: ‘TO MAKE FULLER USE OF THE RIVER FOR TRANSPORTATION 8.66 The River Thames is a much underused and undervalued transport route, and could provide an environmentally attractive alternative to road transport’. The Council was to examine the possibility of making fuller use of river transport potential working closely with the Port of London Authority, London River Authority and other organisations to this effect, including identification</p>	<p>This comment does not relate directly to the scoping report and instead focuses on the Southwark Plan. The Southwark Plan was adopted in July 2007.</p> <p>The Environment Agency will get the opportunity to comment on the draft Transport SPD during the statutory consultation period.</p>

Comment	Officer response
<p>of suitable sites for safeguarding.</p> <p>It is disappointing to note that this has been abandoned in the Southwark Plan- adopted in July 2007. Previously the Council had recognised the demand for river transport and a specific policy on the use of the Thames, POLICY T.9.1 stated that:</p> <p>'The Council will seek to protect existing river related uses such as working wharves and piers and will in addition promote the development of such uses on the Southwark river front where these do not conflict with other policies contained in the UDP.'</p> <p>The Council recognised that the use of the river for freight offers an environmentally attractive alternative to road transport, and would divert heavy traffic from the road network, reducing congestion and bringing amenity and environmental benefits. This is a position which the Environment Agency still maintains.</p>	
<p>Southwark Plan (2007)</p> <p>Part2, Section 5 of the Southwark Plan (2007) which forms the framework of this SPD makes no reference to river transport and appears to ignore the previous policies in the older document without giving any clear explanation. We recommend the inclusion of the river transport in the council vision and strategic policies.</p>	<p>This comment does not relate directly to the scoping report and instead focuses on the Southwark Plan. The Southwark Plan was adopted in July 2007.</p> <p>The Environment Agency will get the opportunity to comment on the draft Transport SPD during the statutory consultation period.</p>

APPENDIX 3: PLANNING POLICY

The SPD needs to provide additional information on the development plan (see Appendix 1). The planning policies in the development plan that form the basis for the SPD is as follows.

London Plan Policy

The London Plan (2008~~4~~) ~~incorporating alterations since 2004 and the Draft Further Alterations to the London Plan (2006)~~ focus on sustainable transport, integrating transport and development, improving public transport and reducing congestion.

Southwark Plan

The following vision and policies in the Southwark Plan are related to transport development;

Vision for sustainable transport

Southwark as a place where access to work, shops, leisure and other services for all members of the community is quick and convenient, and where public transport systems, the road network, walkways and cycle ways enable people to travel quickly, conveniently, safely and comfortably to and from their destination, causing minimum impact on local communities and the environment.

Strategic Transport Policies

SP6 Accessible Services

All developments should where appropriate improve the range and quality of services available in Southwark and to ensure that they are easily accessible by foot, cycle and public transport.

SP18 Sustainable Transport

All developments should promote more sustainable transport choices for all members of the community, in order to reduce congestion, pollution and increase ease of movement.

SP19 Minimising the Need to Travel

All developments should reduce congestion and pollution within Southwark by minimising the need to travel, especially by car.

Southwark Plan Policy 5.1 – Locating Developments

The location of development throughout the borough must be appropriate to the size and trip-generating characteristics of the development. Major developments generating a significant number of trips should be located near transport nodes. Where new major developments are not located within easy access of public transport nodes, applicants must demonstrate that sustainable transport options are available to site users. Where these are not available applicants must propose measures to promote sustainable travel.

Southwark Plan Policy 5.2 – Transport Impacts

Planning permission will be granted for development unless:

- i There is an adverse impact on transport networks for example through significant increases in traffic or pollution; and/or
- ii Adequate provision has not been made for servicing, circulation and access to, from and through the site; and/or
- iii Consideration has not been given to impacts of development on the Bus Priority Network and the Transport for London Road Network.

Where a development proposal is likely to have significant transport implications applicants will be asked to submit a Transport Assessment, which includes a Travel Plan with their application. A Transport Assessment will form part of the Sustainability Appraisal.

Southwark Plan Policy 5.3 – Walking and Cycling

Planning permission will be granted for development provided there is adequate provision for pedestrians and cyclists within the development, and where practicable, within the surrounding area; and/or

- i. There is good design, location and access arrangements, including restrictions on parking, and the promotion of walking and cycling, with particular emphasis on disabled people and the mobility impaired; and/or
- ii. The development creates or contributes towards more direct, safe and secure walking and cycling routes, integrating with surrounding networks where possible, furthering the delivery of the London Cycle Network Plus and strategic walking routes (including the Jubilee Walkway and the Thames Path); and
- iii. There is provision of convenient, secure and weatherproof cycle parking to the minimum cycle parking standards set out in Tables 16.3 and 16.4 in Appendix 16.

Southwark Plan Policy 5.4 - Public Transport Improvements

Planning permission will be granted for the following public transport improvements especially where this would facilitate regeneration. Development will not be permitted that would prejudice the implementation of these schemes:

- i. Cross River Transit Tram Proposal, (London Tram) from Camden to Peckham via Waterloo and Elephant and Castle [1];
- ii. East London Line extension to Peckham, Dulwich and beyond;
- iii. New rail station at Camberwell;
- iv. Thameslink 2000;
- v. Expansion of London Bridge Station; and
- vi. Redevelopment of Elephant & Castle Station
- vii. The Bus Priority Network

These schemes are safeguarded on the proposals map.

[1] The course of the proposed route has been identified on the key diagram with consultation zones in Elephant and Castle, Peckham and Burgess Park. The detailed route may change from the original proposal. Furthermore, the route will be clarified within the consultation zones. The detailed route of the tram through these zones will be the subject of extensive consultation with the local community and statutory bodies as part of adopting the tram route under the Transport and Works Act 1992.

There is a shortage of suitable sites along the overall Cross River Tram route for facilities for stabling and maintenance of vehicles. Within the advancing process of preparation of the tram scheme with a view to adoption under the Transport and Works Act 1992, proposals Site 63P has been identified as Transport for London's preferred site for use as a split-site depot. Planning permission will be refused for development at any part of the site that could be incompatible with that use or its implementation.

Southwark Plan Policy 5.5 – Transport Development Areas

In designated Transport Development Areas at London Bridge and Elephant and Castle, development should:

- i Maximise the efficient use of land around major transport sites; and
- ii Strengthen and enhance links to existing public transport nodes; and
- iii Strengthen and enhance walking and cycling infrastructure; and
- iv Improve the legibility of the public transport network; and
- v Be of exemplary design quality.

A Transport Assessment should accompany all major applications in these locations in compliance with Policy 5.2.

Southwark Plan Policy 5.6 – Car Parking

Developments requiring car parking should minimise the number of spaces provided. Maximum standards are set out in Appendix 16.

Where more than 20 surface parking spaces are proposed applicants must demonstrate why this cannot be provided underground or within the building.

All developments will be expected to include justification for the amount of car parking sought, taking into account:

- Public Transport Accessibility Levels set out in Appendix 17; and
- The impact on overspill parking; and
- The demand for parking within the Controlled Parking Zones. The LPA will restrict permit provision where necessary.

Parking for retail and leisure uses within town centres should be shared with public parking, not reserved for customers of a particular development. Maximum stay restrictions are required for all retail and leisure town centre parking.

Southwark Plan Policy 5.7 – Parking Standards for disabled people and the Mobility Impaired

Developments (subject to site constraints) must provide adequate parking for disabled people and the mobility impaired. The following will be required:

- i. A minimum of one accessible car parking space per development, where associated car parking is not provided, or
- ii. A minimum of two accessible car parking spaces in circumstances where associated parking is provided.

Southwark Plan Policy 5.8 – Other Parking

Planning permission will be granted for development provided:

- i. Developments likely to attract significant numbers of visitors (such as C1, C2, D1 and D2 uses) include adequate taxi and coach parking facilities including space for stopping and manoeuvring.
- ii. A mini-cab office would not create traffic problems or harm residential amenity.

APPENDIX 4 COMPARISON OF SUSTAINABILITY OBJECTIVES

Table 9 - Compatibility of SA Objectives

Objective	SDO 1	SDO 2	SDO 3	SDO 4	SDO 5	SDO 6	SDO 7	SDO 8	SDO 9	SDO 10	SDO 11	SDO 12	SDO 13	SDO 14	SDO 15
SDO 2	✓														
SDO 3	✓	0													
SDO 4	✓	0	✓												
SDO 5	✓	✓	✓	✓											
SDO 6	✓	0	✓	0	0										
SDO 7	✓	0	✓	0	0	✓									
SDO 8	✓	0	0	0	0	✓	0								
SDO 9	✓	0	✓	0	0	✓	0	0							
SDO 10	✓	0	✓	0	0	0	0	✓	0						
SDO 11	✓	0	0	0	0	?	0	?	0	0					
SDO 12	✓	0	0	0	0	?	0	?	0	0	✓				
SDO 13	✓	0	✓	0	0	✓	✓	0	✓	✓	✓	✓			
SDO 14	✓	0	✓	0	0	✓	0	0	✓	0	0	0	✓		
SDO 15	✓	0	✓	0	✓	✓	✓	0	✓	0	✓	✓	✓	✓	
SDO 16	✓	✓	✓	0	✓	✓	✓	✓	0	0	✓	0	✓	✓	✓

✓ Compatible
 0 No sig. link
 ? Depends on implementation

Most of the objectives are either compatible with one another, or there is no direct link between achieving them.

Table 10 - Coverage of SA Objectives

Objective	Environmental	Social	Economic
SDO 1		✓	✓
SDO 2		✓	✓
SDO 3	✓	✓	✓
SDO 4	✓	✓	✓
SDO 5		✓	
SDO 6	✓	✓	✓
SDO 7	✓	✓	✓
SDO 8	✓		✓
SDO 9	✓	✓	✓
SDO 10	✓	✓	✓
SDO 11	✓	✓	✓
SDO 12	✓	✓	✓
SDO 13	✓	✓	✓
SDO 14	✓	✓	✓
SDO 15		✓	✓
SDO 16	✓	✓	✓

Most of the objectives cover environmental, social and economic issues, either directly or indirectly. For example, Sustainability Objective 6 (Energy Efficiency and Renewable Energy) is directly aimed at reducing the impact of carbon dioxide emissions on the environment. However, there will also be social and economic benefits as more sustainable transport choices being encouraged to encourage energy efficiency may also improve the health of the population.

Appendix 5 - Appraisal Matrixes

A5.1 - Compatibility of objectives of draft SPD with sustainability objectives

Objectives of draft SPD- the main objective of the draft SPD is to expand on the transport policies contained in part 2, Section 5 of the Southwark Plan, therefore the objectives in the sustainable transport section of the Southwark Plan have been used;

1. All developments should where appropriate improve the range and quality of services available in Southwark and ensure that they are easily accessible by foot, cycle and public transport;
2. All developments should promote more sustainable transport choices for all members of the community, in order to reduce congestion, pollution and increase ease of movement;
3. All developments should reduce congestion and pollution within Southwark by minimising the need to travel, especially by car.

Draft SPD Objective	Sustainability Objectives																
	SDO 1	SDO 2	SDO 3	SDO 4	SDO 5	SDO 6	SDO 7	SDO 8	SDO 9	SDO 10	SDO 11	SDO 12	SDO 13	SDO 14	SDO 15	SDO 16	
1	✓	✓	✓	✓	✓	✓	✓	0	0	0	0	0	0	0	0	0	✓
2	0	0	✓	✓	✓	✓	✓	0	0	0	0	0	0	0	0	0	✓
3	0	0	✓	✓	0	✓	✓	0	0	0	0	0	0	0	0	0	✓

Legend

✓ Compatible

0 No relationship

? Depends on implementation

X Incompatible

A5.2 – Comparison of impacts of SPD versus not preparing an SPD (relying on Development Plan without any guidance)

Appraisal matrix

+ Positive – Negative +/- Minor
 0 Neutral ? Uncertain +++/--- Major

SDO	Option A – SPD				Option B – No SPD			
	Effect			Commentary	Effect			Commentary
	S	M	L		S	M	L	
1	+	+	+	The SPD will strive to ensure that access to employment opportunities is improved	-	--	--	No SPD would mean a greater chance of development being located away from employment opportunities
2	+	+	+	SPD will strive to ensure that access to education and training opportunities is improved	-	--	--	No SPD would mean a greater chance of development being located away from education and training opportunities
3	+	++	+++	More sustainable transport choices such as walking and cycling = a more active population and less air pollution	--	--	---	Without the SPD there will be no clear guidance on how to integrate sustainable transport into new development
4	+	+	+	SPD will help people to travel safely throughout the Borough	-	--	--	No clear guidance on how transport considerations will factor into new development = more potential for dangerous routes and movement between places
5	+	+	+	SPD will provide greater clarity and certainty – the community will have a better idea of what new development should be like.	?	?	?	Lack of clarity.
6	+	++	+++	SPD should help to reduce carbon emissions	-	---	---	No SPD would make it more difficult to reduce reliance on cars == more carbon emissions
7	+	++	+++	Sustainable transport should help to improve air quality.	-	--	--	No SPD would make it more difficult to reduce reliance on cars == more air pollution
8	0	0	0	N/A- Sustainability objective is not dealt with by the SPD	0	0	0	N/A- Sustainability objective is not dealt with by the SPD
9	0	0	0	N/A- Sustainability objective is not dealt with by the SPD	0	0	0	N/A- Sustainability objective is not dealt with by the SPD
10	0	0	0	N/A- Sustainability objective is not dealt with by the SPD	0	0	0	N/A- Sustainability objective is not dealt with by the SPD
11	0	0	0	N/A- Sustainability objective is not dealt with by the SPD	0	0	0	N/A- Sustainability objective is not dealt with by the SPD
12	0	0	0	N/A- Sustainability objective is not dealt with by the SPD	0	0	0	N/A- Sustainability objective is not dealt with by the SPD
13	0	0	0	N/A- Sustainability objective is not dealt with by the SPD	0	0	0	N/A- Sustainability objective is not dealt with by the SPD
14	0	0	0	N/A- Sustainability objective is not dealt with by the SPD	0	0	0	N/A- Sustainability objective is not dealt with by the SPD
15	0	0	0	N/A- Sustainability objective is not dealt with by the SPD	0	0	0	N/A- Sustainability objective is not dealt with by the SPD
16	++	+++	+++	SPD will reduce the need to travel, improve accessibility and encourage more sustainable forms of transport	--	---	---	No detailed guidance on planning for sustainable transport

S= Short-term, M= Medium term, L= Long term

A5.3 – Detailed appraisal of the draft SPD

Appraisal matrix

+ Positive	+/- Minor
- Negative	+++/- Major
0 Neutral	
? Uncertain	

Section 54. Location of development		
SDO	Effect	Commentary
1	+	Development will be located according to existing transport infrastructure and this will help to ensure the new developments have good access to employment opportunities.
2	+	Development will be located according to existing transport infrastructure and this will help to ensure the new developments have good access to education and training opportunities
3	+	If development is more appropriately located this may reduce the need to travel which may reduce congestion and air pollution
4	?	Locating development more appropriately may reduce the need to travel and result in safer journeys
5	+	If development is more appropriately linked to transport infrastructure this will promote social inclusion
6	+++	Reducing the need to travel will reduce carbon emissions
7	+++	Reducing the need to travel will reduce carbon emissions and improve air quality
8	0	Sustainability objective is not dealt with by the SPD
9	0	Sustainability objective is not dealt with by the SPD
10	0	Sustainability objective is not dealt with by the SPD
11	0	Sustainability objective is not dealt with by the SPD
12	0	Sustainability objective is not dealt with by the SPD
13	0	Sustainability objective is not dealt with by the SPD
14	0	Sustainability objective is not dealt with by the SPD
15	0	Sustainability objective is not dealt with by the SPD
16	+++	More appropriately located development will reduce the need to travel and promote sustainable transport

Section 65. Transport Impacts		
SDO	Effect	Commentary
1	0	
2	0	
3	++	Consideration of the transport impacts of new development may help to reduce congestion and air pollution as well as encouraging walking and cycling
4	+	Better planning for the impacts of new development will encourage safer modes of travel
5	+	Determining the potential transport impacts of new development will allow new development to integrate with the local community.
6	+++	Assessing the transport impacts of new development will encourage more sustainable forms of transport and reduce car use therefore reducing CO2 emissions.
7	+++	Assessing the transport impacts of new development will encourage more sustainable forms of transport and reduce car use therefore improving air quality
8	0	Sustainability objective is not dealt with by the SPD
9	0	Sustainability objective is not dealt with by the SPD
10	0	Sustainability objective is not dealt with by the SPD
11	0	Sustainability objective is not dealt with by the SPD
12	0	Sustainability objective is not dealt with by the SPD
13	0	Sustainability objective is not dealt with by the SPD
14	0	Sustainability objective is not dealt with by the SPD
15	0	Sustainability objective is not dealt with by the SPD
16	+++	Planning for the transport impacts of new development will promote sustainable transport

Section 76. Walking and cycling		
SDO	Effect	Commentary
1	+	New developments making adequate provision for walking and cycling may improve access to employment opportunities
2	+	New developments making adequate provision for walking and cycling may improve access to employment opportunities
3	+++	Improved health by encouraging walking and cycling
4	0	
5	+	The community will be clearer about what is expected of new developments
6	+++	Encouraging walking and cycling will mean less vehicle CO2 emissions
7	+++	Encouraging walking and cycling will mean less vehicle CO2 emissions which will improve air quality
8	0	Sustainability objective is not dealt with by the SPD
9	0	Sustainability objective is not dealt with by the SPD
10	0	Sustainability objective is not dealt with by the SPD
11	0	Sustainability objective is not dealt with by the SPD
12	0	Sustainability objective is not dealt with by the SPD
13	0	Sustainability objective is not dealt with by the SPD
14	0	Sustainability objective is not dealt with by the SPD
15	0	Sustainability objective is not dealt with by the SPD
16	+++	Walking and cycling are sustainable forms of transport- reducing reliance on the private car

Section 87. Public transport		
SDO	Effect	Commentary
1	+	New developments making adequate provision for public transport may improve access to employment opportunities
2	+	New developments making adequate provision for public transport may improve access to education and training opportunities
3	++	May reduce car use and congestion and improve air quality
4	+	Improve the safety of travelling through the borough
5	+	Improved public transport will encourage social cohesion
6	+++	May reduce car use, congestion and CO2 emissions
7	+++	May reduce car use and congestion and improve air quality
8	0	Sustainability objective is not dealt with by the SPD
9	0	Sustainability objective is not dealt with by the SPD
10	0	Sustainability objective is not dealt with by the SPD
11	0	Sustainability objective is not dealt with by the SPD
12	0	Sustainability objective is not dealt with by the SPD
13	0	Sustainability objective is not dealt with by the SPD
14	0	Sustainability objective is not dealt with by the SPD
15	0	Sustainability objective is not dealt with by the SPD
16	+++	

Section 98. Car parking		
SDO	Effect	Commentary
1	0	
2	0	
3	++	Reducing car use may encourage more walking and cycling, improving the health of the population
4	0	
5	0	
6	+++	Reducing car usage will reduce vehicle emissions
7	+++	Less car usage will reduce vehicle emissions and improve air quality
8	0	Sustainability objective is not dealt with by the SPD
9	0	Sustainability objective is not dealt with by the SPD

Section 98. Car parking		
SDO	Effect	Commentary
10	0	Sustainability objective is not dealt with by the SPD
11	0	Sustainability objective is not dealt with by the SPD
12	0	Sustainability objective is not dealt with by the SPD
13	0	Sustainability objective is not dealt with by the SPD
14	0	Sustainability objective is not dealt with by the SPD
15	0	Sustainability objective is not dealt with by the SPD
16	+++	Limited car parking spaces will encourage more sustainable forms of transport and minimise car usage

Section 109 Parking standards for disabled people and the mobility impaired		
SDO	Effect	Commentary
1	+	Ensuring adequate car parking in new developments for disabled people and the mobility impaired may help to improve access to employment opportunities
2	+	Ensuring adequate car parking in new developments for disabled people and the mobility impaired may help to improve access to education and training opportunities
3	0	
4	0	
5	+	May encourage community cohesion
6	0	
7	0	
8	0	Sustainability objective is not dealt with by the SPD
9	0	Sustainability objective is not dealt with by the SPD
10	0	Sustainability objective is not dealt with by the SPD
11	0	Sustainability objective is not dealt with by the SPD
12	0	Sustainability objective is not dealt with by the SPD
13	0	Sustainability objective is not dealt with by the SPD
14	0	Sustainability objective is not dealt with by the SPD
15	0	Sustainability objective is not dealt with by the SPD
16	0	

Section 104. Other parking		
SDO	Effect	Commentary
1	0	
2	0	
3	0	
4	0	
5	0	
6	0	
7	0	
8	0	Sustainability objective is not dealt with by the SPD
9	0	Sustainability objective is not dealt with by the SPD
10	0	Sustainability objective is not dealt with by the SPD
11	0	Sustainability objective is not dealt with by the SPD
12	0	Sustainability objective is not dealt with by the SPD
13	0	Sustainability objective is not dealt with by the SPD
14	0	Sustainability objective is not dealt with by the SPD
15	0	Sustainability objective is not dealt with by the SPD
16	0	

Section 112. Mitigation measures		
SDO	Effect	Commentary
1	0	
2	0	
3	+	Encouraging preparation of a travel plan may encourage more cycling and walking
4	0	
5	0	
6	+	Encouraging preparation of travel plans will encourage more sustainable transport
7	+	Encouraging preparation of travel plans will encourage more sustainable transport
8	0	Sustainability objective is not dealt with by the SPD
9	0	Sustainability objective is not dealt with by the SPD
10	0	Sustainability objective is not dealt with by the SPD
11	0	Sustainability objective is not dealt with by the SPD
12	0	Sustainability objective is not dealt with by the SPD
13	0	Sustainability objective is not dealt with by the SPD
14	0	Sustainability objective is not dealt with by the SPD
15	0	Sustainability objective is not dealt with by the SPD
16	+	Encouraging preparation of travel plans will encourage more sustainable transport

Cumulative Impact of draft SPD									Commentary
SDO	Section of SDP								
	5	6	7	8	9	10	11	12	
1	+	0	+	+	0	+	0	0	The SPD will help to improve access to employment opportunities
2	+	0	+	+	0	+	0	0	The SPD will help to improve access to education and training opportunities
3	+	++	+++	++	++	0	0	+	The SPD will improve the health of the population by encouraging walking and cycling and reducing air pollution
4	?	+	0	+	0	0	0	0	The SPD may help to reduce crime and fear of crime by providing safer travel routes
5	+	+	+	+	0	+	0	0	The community will know what to expect in new development in terms of transport requirements
6	+++	+++	+++	+++	+++	0	0	+	The SPD will encourage energy efficiency as it encourages more sustainable forms of transport.
7	+++	+++	+++	+++	+++	0	0	+	The SPD will improve air quality, as it will encourage more sustainable transport.
8	0	0	0	0	0	0	0	0	The sustainability objective is not dealt with by the draft SPD
9	0	0	0	0	0	0	0	0	The sustainability objective is not dealt with by the draft SPD
10	0	0	0	0	0	0	0	0	The sustainability objective is not dealt with by the draft SPD
11	0	0	0	0	0	0	0	0	The sustainability objective is not dealt with by the draft SPD
12	0	0	0	0	0	0	0	0	The sustainability objective is not dealt with by the draft SPD
13	0	0	0	0	0	0	0	0	The sustainability objective is not dealt with by the draft SPD
14	0	0	0	0	0	0	0	0	The sustainability objective is not dealt with by the draft SPD
15	0	0	0	0	0	0	0	0	The sustainability objective is not dealt with by the draft SPD
16	+++	+++	+++	+++	+++	0	0	+	The aim of the SPD is to promote sustainable transport and minimise the need to travel by car.

APPENDIX 6 GLOSSARY

Air Quality Management Area (AQMA) An area designated for action where it is predicted that the Air Quality Objectives in the Council's AQMA Plan will be exceeded.

Archaeological Priority Zones The boundaries of Archaeological Priority Zones are designated on the Proposals Map. These are areas where there is potential for significant archaeological remains, and planning applications within these areas must be accompanied by an archaeological assessment and evaluation of the site, including the impact of the proposed development.

Biodiversity The diversity or variety of plants and animals and other living things in a particular area or region. It encompasses landscape diversity, ecosystem diversity, species diversity, habitat diversity and genetic diversity.

Conservation Areas An area of special architectural or historic interest designated by the local planning authority under the provisions of the Planning (Listed Buildings and Conservation Areas) Act 1990, the character or appearance of which it is desirable to preserve or enhance.

Greenhouse gases are those gases that contribute to climate change. In the UK, the most common greenhouse gas is carbon dioxide, which contributed around 77% of the UK's total emissions of greenhouse gases in 1990. Other greenhouse gases are methane (12% of total UK emissions), nitrous oxide (9%) and fluorinated gases (2.4%).

Local development framework (LDF) is a portfolio of local development documents, which will provide the framework for delivering the spatial planning strategy for the area.

London Plan A strategic plan for the whole of London produced by the Mayor of London. The main purpose of the London Plan is to ensure that all the individual plans produced by the London boroughs work together to meet the priorities that are agreed for the whole London region. The Local Development Framework cannot contain strategies or policies that are not in general conformity with the London Plan.

Proposals maps illustrate the geographical extent of planning policies and designations

Regional Spatial Strategy (RSS) is a spatial framework for a region over a 15 to 20 year period including policies for housing, environmental protection, transport and waste management. The London Plan is the Regional Spatial Strategy that Southwark Plan Policies should be consistent with.

Renewable Energy Energy derived from a source which is continually replenished, such as wind, wave, solar, hydroelectric and energy from plant material. Although not strictly renewable, geothermal energy is generally included.

Supplementary Planning Documents (SPD) or Guidance (SPG) Guidance notes, additional and supplementary to the Unitary Development Plan, on how to implement the policies. They also contain background information applicants may find useful when preparing their planning applications.

Sustainability Appraisal/ Strategic Environmental Assessment A systematic and interactive process undertaken during the preparation of a plan or strategy, which identifies and reports on the extent to which the implementation of the plan or strategy would achieve environmental, economic and social objectives by which sustainable development can be defined, in order that the performance of the strategy and policies is improved.

Sustainable Development Development that contributes towards the principles of sustainability. That is, development that does not cause environmental damage, contributes to the local economy and meets the needs of the local community.

Unitary Development Plans (UDPs) Statutory plans produced by each borough which integrate strategic and local planning responsibilities through policies and proposals for the development and use of land in their area.

Southwark Plan See “Unitary Development Plans”

APPENDIX 7 ABBREVIATIONS

AQMA Air Quality Management Area
CABE Commission for Architecture and the Built Environment
DCLG Department for Communities and Local Government
DETR Department for Environment, Transport, and the Regions
DfT Department for Transport
DPD Development Plan Documents
GLA Greater London Authority
IMD Index of Multiple Deprivation
LDD Local Development Documents
LDF Local Development Framework
ODPM Office of the Deputy Prime Minister
PPG Planning Policy Guidance
PPS Planning Policy Statement
SA Sustainability Appraisal
SINC Sites of Importance for Nature Conservation
SCI Statement of Community Involvement
SDO Sustainable Development Objective
SEA Strategic Environmental Assessment
SOA Super Output Areas
SPD Supplementary Planning Document
SPG Supplementary Planning Guidance
UDP Unitary Development Plan