

No.	Title
Appendix A	New Southwark Plan Proposed Submission Version: Publication Version
Appendix B	New Southwark Plan Proposed Submission Version: Consultation Plan
Appendix C	New Southwark Plan Proposed Submission Version: Consultation Report
Appendix D	New Southwark Plan Proposed Submission Version: Integrated Impact Assessment
Appendix E	New Southwark Plan Proposed Submission Version: Habitats Regulations Assessment



# Integrated Impact Assessment

## New Southwark Plan: Proposed Submission Version

29 November 2017

## NON-TECHNICAL SUMMARY

The Integrated Impact Assessment (IIA) fulfils the requirement for a Sustainability Appraisal (SA), Strategic Environmental Assessment (SEA), Equalities Analysis (EIA) and Health Impact Assessment (HIA). This integrated approach avoids the need to undertake and report on separate assessments, seeks to reduce any duplication of assessment work and benefits from a shared understanding of the policies.

The Council has previously completed a thorough IIA for the New Southwark Plan (NSP) preferred option policies, area visions and site allocations which assessed the impact of each of these elements of the plan against key environmental, social and economic matters which are likely to be impacted by the emerging policies and guidance. This updated IIA for the proposed submission version (PSV) of the plan has been prepared as a result of the extensive and welcome feedback received during the preferred option consultation stages and which have informed the new draft of the plan.

These proposed policies, site allocations and area visions are assessed against each of the 17 sustainability, health and equalities objectives established by the New Southwark Plan, Integrated Impact Assessment: Scoping Report (NSPIIASR) which was published in February 2015. In addition, Where policies, site allocations and visions have been amended since the preferred option versions, the IIA has been updated to reflect the impact that this has been assessed as potentially having on achieving any number of the sustainability, health and equalities objectives.

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

The IIA identifies the impacts of the NSP policies, area visions and site allocations on sustainability objectives, health of the population and equality groups. The process has consisted of the collection of baseline information on the environmental, social and economic characteristics of the borough (scoping). This has been used to identify sustainability issues, objectives and indicators in order to assess the likely impacts of the policies of the NSP PSV and to enable monitoring of progress in the future.

Part of the IIA considers the likely impact of two options for how the NSP PSV can manage growth in the area:

#### *Option A: Business as Usual*

This option would set out the council's broad aspirations for areas and identify land through site allocations where there are significant opportunities for growth through redevelopment. The option would not provide design guidance, indicate development capacity or specify which land uses and infrastructure should be delivered. Instead it would rely on other local plan policies to deliver Southwark's regeneration strategy.

#### *Option B: Place Making and Place Shaping*

This option would set out the council's aspirations for sites as well as the broad area visions. In addition it would provide detailed guidance on the area-based regeneration goals new development in each area should be directed towards. It would also quantify the amount of development allocated sites are anticipated to deliver and specify which land uses development

would include, including the delivery of infrastructure items such as schools, open space and health centres. It would also shape development through high level design guidance.

Based on the assessment the Place Making and Place Shaping option was considered to be the most appropriate direction for the NSP PSV 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.

The IIA then assesses the area visions and site allocations (AVs&SAs) against the sustainability objectives and identifies any areas which would need to be mitigated or monitored in the plan process. This part of the appraisal process was organised by vision area:

- Bankside and the Borough
- Bermondsey
- Blackfriars Road
- Camberwell
- Crystal Palace and Gipsy Hill
- Dulwich
- East Dulwich
- Elephant and Castle
- Herne Hill and North Dulwich
- London Bridge
- Nunhead
- Old Kent Road
- Peckham
- Rotherhithe
- Walworth

The conclusions that were reached in undertaking the IIA of the NSP AVs&SAs 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.

Following this, the IIA considered NSP PSV policies, reasoned justifications and supporting text within the context of the seven topic areas set out below. The topics are based on strategic policy areas identified in the NSP PSV.

- Quality affordable homes
- Revitalised neighbourhoods
- Best start in life
- Strong local economy
- Healthy, active lives
- Cleaner, greener, safer

Having undertaken a detailed IIA it is considered that overall the seven topic areas have a positive impact on the IIA framework of 17 objectives. Key positive impacts are identified in terms of social, economic and environmental sustainability. Some risks have been identified these are generally mitigated by other policies in the plan.

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## Glossary

AAP	Area Action Plan
AMR	Authority Monitoring Report
EIA	Equalities Impact Assessment
HIA	Health Impact Assessment
IIA	Integrated Impact Assessment
LDS	Local Development Scheme
NPPF	National Planning Policy Framework
NPPG	National Planning Practice Guidance
NSP	New Southwark Plan
NSPPO	New Southwark Plan, Preferred Option
NSP AVs&SAs	New Southwark Plan Area Visions and Site Allocations
PSV	Proposed submission version
SA	Sustainability Appraisal
SEA	Strategic Environmental Assessment
SCI	Statement of Community Involvement
SPD	Supplementary Planning Document
SPG	Supplementary Planning Guidance

# 1. Background

## Why is this document required?

Under the Planning and Compulsory Purchase Act 2004 regulations, a Sustainability Appraisal (SA) including Strategic Environmental Assessment (SEA), prepared in accordance with the Strategic Environmental Assessment Directive EC/2001/42 is required for all Development Plan Documents.

Paragraph 165 of the NPPF states:

*“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”.*

Southwark Council has a statutory duty to consider the equality impacts of its decisions. The public sector Equalities Duty (section 149 of the Equality Act 2010) came into force on the 5<sup>th</sup> April 2011 which extended the previous duties to cover the following protected characteristics:

*“Age, disability, gender reassignment, pregnancy and maternity, race – including ethnic or national origins, colour or nationality, religion or belief – including lack of belief, sex and sexual orientation”.*

While there is no statutory requirement to undertake a Health Impact Assessment (HIA), the government has clearly expressed a commitment to promoting HIA's at a policy level in a variety of policy documents and they are increasingly being seen as best practice.

## Strategic Environmental Assessment Directive

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 SA is conducted in accordance with the requirements of the SEA Directive.

## The move towards Integrated Impact Assessment

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.

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.

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 HIA is not required by law it is considered good practice, particularly since responsibility in managing the health of populations was transferred from national government to local authorities following the Health and Social Care Act 2012.

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.

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 NSP PSV in an integrated way.

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 New Southwark Plan PSV.

## **Habitats Regulations Assessment**

The Conservation of Habitats and Species Regulations (as amended) (2010) [the Habitats Regulations] require that Habitats Regulation Assessment (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.

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 NSP PSV. '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.

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 NSP SA&AV 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"*

The HRA of the NSP PSV 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.

## 2. Methodology

### Purpose of the Integrated Impact Assessment

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 (IIA) considers the sustainability impacts of the plan in addition to impacts on health and equalities.

### Planning and Sustainable Development

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.*

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

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 New Southwark Plan PSV. 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.

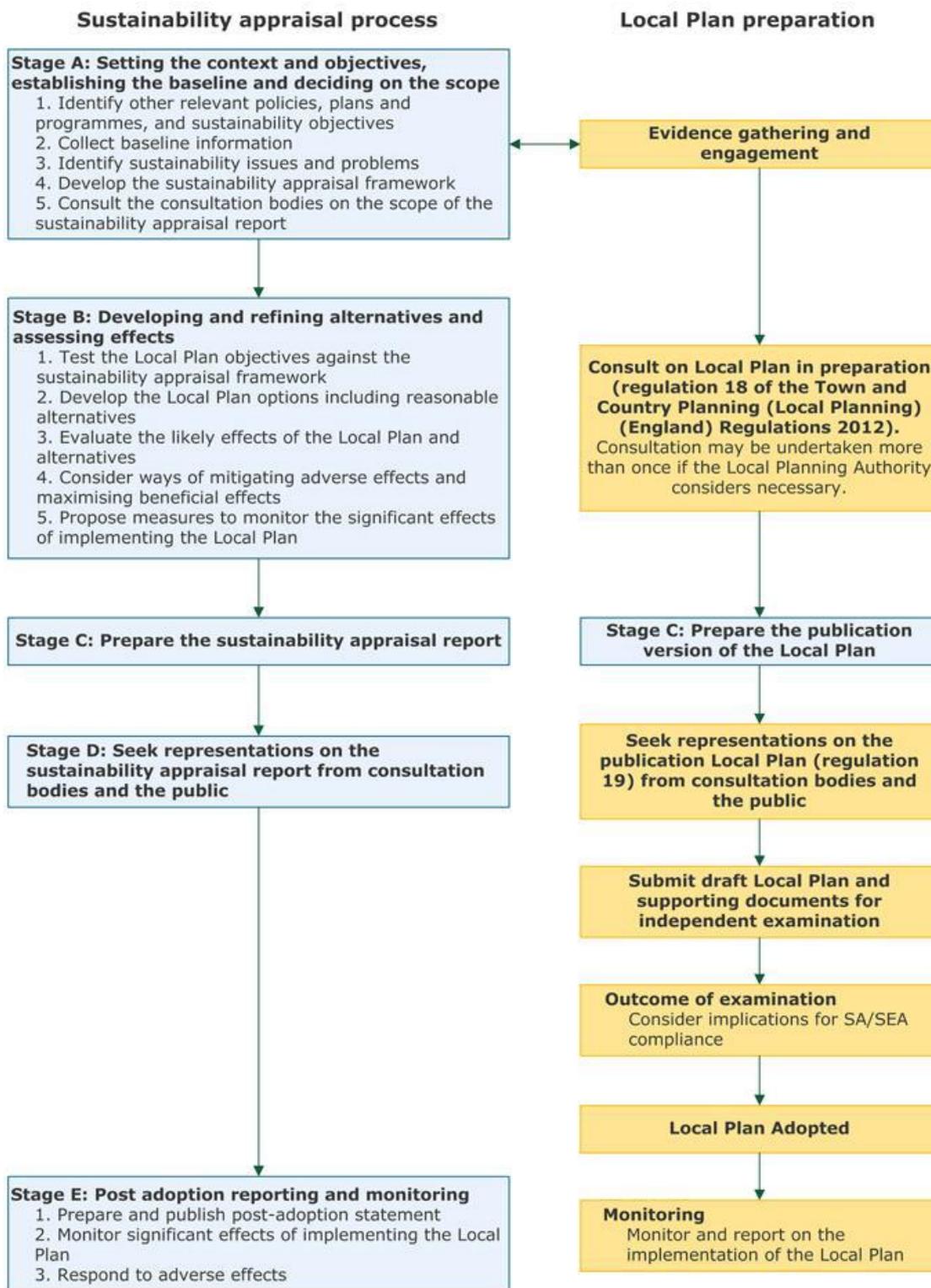


Figure 2.1  
Source: National Planning Practice Guidance 2014

## Process

Table 2.1 Sustainability Appraisal Stages Timetable

<b>Stage A – Scoping</b>	<p>Setting the context and objectives, establishing the baseline and deciding on the scope.</p> <p>Consultation on the NSP scoping report took place in February and March 2015.</p>
<b>Stage B – Testing alternatives</b>	<p>Developing and refining options and assessing effects against the IIA framework.</p> <p>Options were considered during the preparation of the NSP in 2016.</p>
<b>Stage C – Prepare the Integrated Impact Assessment Report</b>	<p>This stage involves testing in detail the impacts of the preferred options. Following this, the updated IIA report has been prepared for consultation with the public along with the consultation on the NSP proposed submission version.</p>
<b>Stage D – Seek representations from consultation bodies and the public</b>	<p>Consultation on the preferred option IIAs took place across later 2015 and early 2016 and 2017 alongside their associated NSP parts. The NSP proposed submission version and IIA report is being consulted on between October 2017 and January 2018.</p>
<b>Stage E – Post adoption reporting and monitoring</b>	<p>Review consultation responses to NSP proposed submission version and IIA report and submit to government planning inspector to support the plan.</p>

## Consultation

Community consultation has been carried out to make sure that local residents, businesses and stakeholders are informed of the changes within the borough. This is an ongoing process and so far for the NSP has involved: a high streets consultation from November 2013 to March 2015; an Issues and Options consultation from October 2014 to March 2015; and from October 2015 to February 2016 the Preferred Option for the NSP strategic and development management policies (NSPPO). The NSP AVs&SAs preferred option was consulted on between February and July 2017. A selected set of new and amended preferred option policies, area visions and site allocations were consulted on between June and September 2017. Our Statement of Community Involvement (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.

The first stage of formal consultation for the NSP IIA involved the IIA Scoping Report, which was published for consultation in February and March 2015. 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

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 NSP PSV.

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.

As we move forward 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 this proposed submission stage.

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 consultation database were consulted.

## **Monitoring the Plan**

The identification of suitable sustainability indicators within the IIA Framework to ensure issues can be effectively measured and monitored will be an iterative process and take 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 NSP. These are translated into the main policy areas of the NSP 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 NSP 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. The IIA framework has been linked to the monitoring framework set out for the Core Strategy which established a comprehensive set of indicators to be examined through the Authority Monitoring Report (AMR). Making use of the same indicators for the NSPPO IIA allows for consistency across the local plan process and ensures that objectives established below can be assessed.

### **Compliance with the SEA Directive**

Appendix 1 explains what the SEA directive is and signposts where the relevant information can be found within the document.

### 3. Relevant Plans in Southwark

#### Southwark's Local Plan

The "Local Plan" refers to all relevant documents that are prepared by a local planning authority in planning for the future and in assessing and making decisions on planning applications. There are several layers and sub-sets to a Local Plan. Numbers 1-7 together, below, make up Southwark's current Local Plan:

- 1) The National Planning Policy Framework (NPPF) – The NPPF was introduced by the government in 2012 and condensed thousands of pages of national planning policy into 52 pages. To aid understanding and interpretation of the NPPF, the government also produced topic-based National Planning Practice Guidance (NPPG). However, the guidance does not constitute formal policy and so does not hold significant weight in the determination of planning applications. The NPPF seeks to establish planning policies applicable to the UK as a whole. Unless otherwise justifiable, all regional and local planning policy must be in general conformity with the NPPF.
- 2) The London Plan 2016 (consolidated with alterations since 2011) – The London Plan contains the regional planning policy for Greater London as a whole. The London Plan considers long-term, large scale, strategic issues as well as more detailed policy suited specifically to London, for example prescribing acceptable levels of density in a London context. The Mayor of London also produces more detailed Supplementary Planning Guidance (SPG) to aid understanding and interpretation of the planning policies in the London Plan. Unless otherwise justifiable, all London borough local planning policy must be in general conformity with the London Plan.
- 3) The 'saved' Southwark Plan policies (adopted in 2007) - The saved Southwark Plan policies contain detailed development management policies which are used in assessing planning applications.
- 4) The Core Strategy (adopted in 2011) – The Core Strategy is the overarching spatial plan for the borough. This was produced in response to a new system of local plans introduced by national government. The Core Strategy takes a longer-term, more broad and strategic overview than the 2007 Southwark Plan.
- 5) Area Action Plans (AAP's) – AAP's have been adopted for Aylesbury, Peckham and Nunhead and Canada Water. At the time of writing an additional AAP was being prepared for the Old Kent Road. These documents contain area-specific planning policy fine-tuned for specific areas.
- 6) Other area and topic based Supplementary Planning Documents (SPD's) - These do not constitute planning policy and their purpose is to aid understanding and provide a more detailed interpretation of and guidance to local Southwark planning policies.
- 7) Neighbourhood Plans – Southwark has several Neighbourhood Forums either established or currently in the process of being established with the objective of designating a Neighbourhood Area, for which a group of people can come together and write their own development plan. Again, this must be in general conformity with the local, regional and national planning policy. So far no neighbourhood plans have been produced or adopted in Southwark.

- 8) Local Development Scheme (LDS) – This sets out the timetable for the preparation and adoption of Southwark’s various planning policy documents (such as those listed above). This schedule takes into account the different stages of plan preparation including evidence base preparation, background studies, various consultation phases and where relevant any public hearings that the Council will need to satisfy before adopting policies. This is updated annually.

## **The New Southwark Plan**

When adopted The New Southwark Plan (NSP) will replace the ‘saved’ policies of the Southwark Plan and the Core Strategy, incorporating strategic and detailed policies in one document. The planning policies as proposed in the NSP will have significant implications for the social, economic and environmental well-being and resilience of the borough and its residents.

The NSP will emerge through a series of iterations which will each undergo consultation to meet the requirements of the Town and Country Planning (Local planning) (England) Regulations 2012 (The regulations) as well as the guidance set out in Southwark’s Statement of Community Involvement (SCI).

An informal first stage of the preparation of the NSP, the Issues and Options paper went out to public consultation in October 2014 until March 2015. This document set out an emerging strategy for regeneration in Southwark as well as the proposed approach to planning to deliver the Council’s Fairer Future promises. It updated the strategy and area visions in the Core Strategy (2011).

The New Southwark Plan Preferred Option (NSPPO) was comprised of 2 primary parts; 1) policies and 2) area visions and site allocations (AVs&SAs). Following consultation on these main parts of the NSPPO, the council consulted on a selected set of new and amended preferred option policies.

The NSP proposed submission version (PSV) has been prepared as a result of the feedback received through consultation. It sets out how the council will deliver further regeneration and wider improvements across the borough. Southwark Council utilises planning and regeneration to improve and protect neighbourhoods across the borough. Planning decisions must generally be made in accordance with the development plan which will include the New Southwark Plan, The London Plan, Area Action Plans and Neighbourhood Plans.

The NSP PSV contains strategic policies setting out the Council’s strategy for planning and regeneration along with detailed development management policies. At the time of writing it was expected that consultation on the NSP PSV will take place between October 2017 and January 2018.

The NSP explains the council’s strategy for regeneration from 2018 to 2033. The NSP:

- Sets policies to support the provision of new homes including 11,000 new Council homes
- Protects our existing schools and community facilities in the borough and provide more where this is needed
- Protects local businesses and attract more businesses into the borough to increase job opportunities
- Supports our high streets and increase the range of shops to increase their vitality
- Directs growth to certain areas of the borough, predominantly in the Old Kent Road, Elephant and Castle, Canada Water, East Walworth, Blackfriars Road, Bankside and along the River Thames where there is greater public transport accessibility

- Introduces policies to improve places by enhancing local distinctiveness and protecting our heritage assets
- Set policies to provide more green infrastructure and to promote opportunities for healthy activities

The NSP will be a spatial plan. Not only will it set out planning policies to guide development but it will also explain how development will be delivered and may inform future decisions about investment in infrastructure.

### **What are Area Visions and Site Allocations?**

**Area visions:** Southwark's neighbourhoods each have a rich, varied and unique character. The New Southwark Plan will contain a vision for each area setting out what the neighbourhood will be like in the future, and how new development will help achieve this. The visions set out the existing individual character of the borough's neighbourhoods and how the New Southwark Plan will help to build on this character as sites come forward for development. They will set out how development will seek to protect, enhance and incorporate heritage assets in new development and will identify key opportunities for new development including improvements in public realm, walking and cycling routes, health and education facilities and green links.

**Site allocations:** Site allocations comprise a detailed list of potential development sites that the council has identified for future development. Councils are required to identify and allocate development sites in their local plans to help ensure strategic needs for housing, employment, schools and health facilities and more can be met. To ensure this, the council has the opportunity to set out key land use and other requirements for each site, including indicative densities, routes through sites and any other requirements the council deem necessary.

Through the Housing and Planning Act (2016), the Government has introduced changes to the way that local planning authorities are required to approach site allocations in their local plans. The council is awaiting the publication of the enabling regulations for the act to clarify how to implement the new approach to site allocations.

### **The New Southwark Plan, Integrated Impact Assessment: Scoping Report**

The New Southwark Plan, Integrated Impact Assessment: Scoping Report (NSPIASR) was published in February 2015. The NSPIASR considered relevant baseline information regarding key environmental, social and economic matters within the borough which are likely to be impacted by NSP policies within the NSP PSV. The NSPIASR also established the framework for undertaking the IIA by setting out sustainability, health and equalities objectives, decision making criteria and indicators used to measure the impacts of the emerging policies.

### **Identifying Other Relevant Plans, Strategies and Programmes**

To establish a clear and concise scope for the IIA it is necessary to identify and review the relevant policies, plans and programmes that may influence the content of the NSP PSV. This process enables potential relationships to be identified that will allow any synergies to be exploited and any inconsistencies and/or constraints to be addressed. Additional objectives and indicators which

would assist in analysing and comparing economic, environmental and social impacts are also identified.

It is important to identify this policy framework at an early stage. This is because a wide range of guidance and initiatives influence the United Kingdom’s planning system and the development of planning policy in Southwark.

The policy framework is constantly evolving: at a national level, the NPPF and NPPG are now in place (replacing and simplifying a suite of former national policy and guidance documents); at a regional level, The London Plan 2016 and associated SPG’s are subject to on-going review.

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 the NSP and associated framework documents are prepared.

Appendix 3 provides an overview of the key international, national, regional and local policies, plans and programmes that inform the NSP and the accompanying IIA.

### **Stages of Preparation for the New Southwark Plan**

The New Southwark Plan has been prepared in several stages. At the preferred option stage the council split the plan, and stages of consultation in two parts: Firstly, the policies sets out the strategic and development management policies which proposals will be assessed against and expected to comply with following adoption of the New Southwark Plan. Part 2: Site Allocations and Area Visions provides an indication of the council’s expectations for planned growth across the borough and to shape the development of the borough’s distinct areas by setting out area-based and site-based planning policies. These have been brought together in the proposed submission version. To date the council has undertaken the following stages of consultation to inform the formulation of draft Local Plan policies.

#### Timeline for the New Southwark Plan

Let’s talk about your high streets	Informal consultation took place between October 2013 and February 2014
New Southwark Plan Options (Draft Policies and Area Visions) (2014)	Consultation took place between 31 October 2014 and 6 March 2015.
New Southwark Plan Preferred Option Part 1: Policies (including IIA for all DM policies)	Consultation took place between October 2015 and February 2016
New Southwark Plan Preferred Option Part 2: Site Allocations and Area Visions (including IIA for all area visions)	Informal consultation took place throughout 2016 where draft visions for each area that were consulted on previously were placed on the council’s website and comments invited on areas and vision content. In November 2016 the council circulated a reminder email to the policy consultation list inviting any further representations in preparation for the drafting of the visions and site allocations. Officers attended key

	stakeholder groups in visions areas to discuss the content of visions.  Formal consultation initially took place on this document 6 February 2017 to 28 April 2017 however was extended to & July 2017.
New Southwark Plan: New and Amended Preferred Option Policies Consultation	21 <sup>st</sup> June to 13 <sup>th</sup> September 2017
New Southwark Plan Proposed Submission Version <b>(including this IIA appraisal to assess the updated visions, sites and policies)</b>	To be published and informally consulted on from 25 October 2017 for 12 weeks, with formal consultation commencing from 1 December 2017 to 12 January 2018
Public examination	2018
Adoption	2018

The first stage of consultation, ‘Let’s talk about your high streets’ was a very informal initial stage of consultation to get people thinking about their high streets and what they want from them. This consultation helped shape area visions and planning policies for the New Southwark Plan Options Document.

The New Southwark Plan Options version included draft visions for Aylesbury, Bankside, Bermondsey and the Blue, Blackfriars Road, Camberwell, Canada Water, Dulwich, Elephant and Castle, Herne Hill, London Bridge, Old Kent Road, Nunhead, Peckham and Tower Bridge Road. The Options version also set out initial proposed site allocations and policies and an implementation plan for seven main planning and regeneration topics.

The New Southwark Plan Preferred Option Part 1 (Policies) took into account representations received in response to the Options consultation in order to develop the preferred option for development management policies and regeneration strategy for Southwark.

The New Southwark Plan Preferred Option Part 2 (Sites Allocations and Area Visions) develops the site allocations and visions taking into account consultation on the Options and Preferred Options Part 1 versions. Informal consultation took place to ensure stakeholders could participate in the development of the visions and site allocations before they were formally drafted.

Between 21 June and 13 September 2017 the council consulted a selected set of new and amended policies for both the New Southwark Plan and Old Kent Road Area Action Plan. Consultation responses received, as with previous stages and consultation periods, have been carefully considered and informed the proposed submission version of the plan.

The Council is carrying out the ‘proposed submission’ stage of consultation to provide interested stakeholders with an opportunity to comment on the revised policies, visions and site allocation. However, responses submitted at this stage should be related to two things: 1) Does the plan comply with the relevant planning legislation and regulations? And 2) Is the plan ‘sound’? That is:

- Has it been positively prepared
- Are the policy requirements robustly justified with sound reasoning and evidence-led
- Will the plan be effective in what it is supposed to achieve; and
- Is it in conformity with regional and national tiers of policy?

Following this stage of consultation on the proposed submission draft, the council will then submit the plan as the 'submission' version to a government planning inspector, who will test the plan to make sure it is both legal and sound.

## **4. Context and baseline**

### **Links to other policies, plans and programmes**

In order to establish a clear and concise scope for the IIA it is necessary to identify and review the relevant policies, plans and programmes that may influence the content of the NSP. 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.

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.

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

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 2. This provides an overview of the key international, national, regional and local policies, plans and programmes that informs the NSP and accompanying IIA.

### **Baseline information**

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.

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.

The baseline information collected is set out in Appendix 4.

### **Problems in collecting baseline data**

Problems arose because in some instances where data did exist it was often either at the wrong geographical scale e.g. 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.

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 borough has been used.

### Key environmental, health and equality objectives

Table 4.1 identifies key sustainability issues that have been identified for the NSP 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.

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 NSP.

<b>Table 4.1 : Key environmental, health and equality issues</b>	
<b>Revitalised Neighbourhoods</b>	
	<ul style="list-style-type: none"> <li>• Relatively high levels of deprivation</li> <li>• Access to services and health inequalities</li> <li>• Limited access to healthy food linked to obesity and related diseases</li> <li>• Mental illness and poor self-esteem associated with unemployment and poverty</li> <li>• High levels of crime and fear of crime</li> <li>• Growing population</li> <li>• Poor environment leading to physical inactivity</li> <li>• Improving the health of Southwark residents by promoting healthy lifestyles.</li> <li>• Maintaining local distinctiveness and protecting and enhancing place-making assets.</li> </ul>
<b>Homes</b>	
	<ul style="list-style-type: none"> <li>• Providing everyone with a decent and affordable home to live in to meet housing needs of present and future generations</li> <li>• Providing and maintaining suitable accommodation for those with specialist need, vulnerable individuals and families.</li> <li>• Lack of living space - overcrowding</li> <li>• Improving existing housing stock and delivering new council housing</li> <li>• Providing the right mix and balance of housing types, sizes and tenures in areas of the borough</li> <li>• Optimising the efficient use of land at appropriate densities.</li> <li>• Delivery of the London Plan housing target</li> </ul>
<b>Travel</b>	

<ul style="list-style-type: none"> <li>• Improving the transport network and infrastructure</li> <li>• Providing and maintaining sustainable transport choices for all members of the community</li> <li>• Reducing congestion and pollution</li> <li>• Managing delivery and servicing activities</li> <li>• Improving accessibility by public transport</li> </ul>
<b>Business, Employment and Enterprise</b>
<ul style="list-style-type: none"> <li>• Addressing employment inequalities and reducing the barriers to employment</li> <li>• Increasing employment opportunities through training to increase skills</li> <li>• Maintaining concentrations of employment floorspace in key accessible locations</li> <li>• Improving land use efficiency through managed release of surplus employment land.</li> <li>• Providing space for businesses of all sizes to establish and grow.</li> <li>• Protecting space for small and medium sized enterprises</li> <li>• Improving the educational attainment, skills and aspirations of residents</li> </ul>
<b>Town Centres</b>
<ul style="list-style-type: none"> <li>• Increasing the vitality and viability of town and local centres</li> <li>• Improving retail choice and the balance of retail and other town centre uses</li> <li>• Supporting local people to make healthier choices</li> <li>• Attracting and facilitating town centre investment</li> <li>• Protecting essential shopping services for local communities</li> </ul>
<b>Social Infrastructure</b>
<ul style="list-style-type: none"> <li>• The creation of healthy, cohesive, inclusive and safe environments</li> <li>• Providing adequate community facilities and infrastructure to meet the needs of a growing population and facilitate social interaction</li> <li>• Identifying appropriate locations for community facilities</li> </ul>
<b>Design, Heritage and Environment</b>
<ul style="list-style-type: none"> <li>• Ensuring a high quality of design in new developments to ensure accessibility, inclusivity and interaction</li> <li>• Protecting and enhancing biodiversity and access to the natural environment</li> <li>• Mental health benefits from access to nature, biodiversity, green space and water</li> <li>• Address existing open space deficiencies and improving the use of open spaces for sport, leisure and environment purposes</li> <li>• Increasing green links and improving the public realm</li> <li>• Need to preserve and enhance the historic environment and built heritage</li> <li>• Protection of landscape features and designated sites</li> <li>• Sensitivities around very tall buildings</li> </ul>
<b>Sustainability</b>
<ul style="list-style-type: none"> <li>• Mitigating and adapting to climate change</li> <li>• Minimising flood risk and improving resilience to flood risk.</li> <li>• Improving recycling and the management of waste.</li> <li>• Improving energy efficiency and use of renewables</li> <li>• Providing opportunities for heat and power networks.</li> <li>• Improving air quality and decreasing level of emissions from industry, residential, construction and traffic.</li> </ul>

- Need for sustainable use of water resources
- Need to ensure that there is social, physical and green infrastructure capacity for existing and future needs
- Reducing the impact of noise
- Ensuring high standards of sustainable design are achieved in the built environment.
- Health risks from toxicity of contaminated land
- Opportunities for food growing – active lifestyles, healthy diet and tackling food poverty

## **5. Appraisal Methodology**

A previous IIA considered policies contained within the New Southwark Plan Preferred Option (NSPPO) and references work completed for the New Southwark Plan Integrated Impact Assessment: Scoping Report (NSPIIASR) which was published in February 2015. The NSPIIASR considered relevant baseline information regarding key environmental, social and economic matters within the borough which are likely to be impacted by NSP policies included in the NSP PSV. The NSPIIASR also established the framework for undertaking the IIA by setting out sustainability, health and equalities objectives, decision making criteria and indicators used to measure the impacts of emerging policies.

### **IIA Assessment Framework**

The establishment of appropriate objectives and indicative guide questions / sub-criteria is central to the assessment process and provides a way in which the performance of NSP PSV options, policies and area visions and site allocations can be assessed.

The IIA framework is based on 17 sustainability objectives outlined in the NSPIIASR. These objectives were developed by researching specific issues affecting Southwark, through a detailed desk top analysis and internal discussions. The objectives reflect the current social, economic and environmental issues affecting the borough.

The 17 objectives are reflective of a move toward the integration of impact assessments for the NSP. Objectives and associated criteria questions can be linked to the Sustainability Appraisal, Health Impact Assessment and Equalities Analysis.

Each of the objectives have been linked to the monitoring framework set out for the Core Strategy which established a comprehensive set of indicators to be examined through the Authority Monitoring Report (AMR). Making use of the same indicators for the IIA allows for a consistency across the Local Plan process and ensures that objectives established below can be assessed

**Table5.1: Integrated Impact Assessment Framework of Objectives**

IIA Objective	SA/HIA/EIA Sub-criteria for assessment
<b>IIA01</b>	
To tackle poverty and encourage wealth creation	<ul style="list-style-type: none"> <li>&gt; Will it improve the range of job opportunities for all people?</li> <li>&gt; Will it help to diversify the economy?</li> <li>&gt; Will it increase the number of higher paid jobs in the borough?</li> <li>&gt; Will it help reduce overall unemployment, particularly long-term unemployment?</li> <li>&gt; Will it encourage the retention and / or growth of local employment and training opportunities in the most deprived areas?</li> <li>&gt; Will it assist in providing land and buildings of a type required by businesses, for a range of employment uses?</li> <li>&gt; Will it reduce poverty in those areas and communities / equalities groups most affected?</li> <li>&gt; Will it improve access to low-cost transport and other facilities?</li> <li>&gt; Will it provide for successful neighbourhoods for all?</li> <li>&gt; Will it promote and enable tourism opportunities to be exploited, and employment created?</li> <li>&gt; Will it result in a loss of employment land?</li> </ul>
<b>IIA02</b>	
To improve the education and skill of the population	<ul style="list-style-type: none"> <li>&gt; Will it provide opportunities to improve the skills and qualifications of the population, particularly for young people and adults?</li> <li>&gt; Will it help improve employee education / training programmes?</li> <li>&gt; Will it help reduce skills shortages?</li> <li>&gt; Will it help to reduce the disparity in educational achievement between different ethnic groups?</li> </ul>
<b>IIA03</b>	
To improve the health of the population	<ul style="list-style-type: none"> <li>&gt; Will it promote and facilitate healthy living and active lifestyles amongst different groups?</li> <li>&gt; Will it improve access to health and social care / treatment for all sectors of the community?</li> </ul>

	<ul style="list-style-type: none"> <li>&gt; 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?</li> <li>&gt; Will it improve the quality of housing for all?</li> <li>&gt; Will it improve access to jobs for all and otherwise reduce poverty?</li> <li>&gt; 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?</li> <li>&gt; Will it help facilitate the supply and availability of locally produced food?</li> <li>&gt; Will it help improve mental and emotional health, reducing social exclusion?</li> <li>&gt; Will it promote non-polluting forms of transport?</li> <li>&gt; Will it reduce exposure to poor air quality across all groups?</li> </ul>
<b>IIA04</b>	
To reduce the incidence of crime and the fear of crime	<ul style="list-style-type: none"> <li>&gt; Will it improve safety and security?</li> <li>&gt; Will it incorporate measures to reduce crime and the fear of crime, including anti-social behaviour?</li> <li>&gt; Will it provide for a well maintained and inclusive public realm and other public facilities?</li> <li>&gt; Will it encourage an active and connected, strong and cohesive community?</li> </ul>
<b>IIA05</b>	
To promote social inclusion, equality, diversity and community cohesion	<ul style="list-style-type: none"> <li>&gt; Will it help support the voluntary and community sectors?</li> <li>&gt; Will it support active community engagement?</li> <li>&gt; Will it support a diversity of lifestyles and communities?</li> <li>&gt; Will it promote accessibility for those people who are elderly or disabled?</li> <li>&gt; Will it improve access to low-cost transport and other facilities?</li> <li>&gt; Will it help sustain the provision of community facilities and open space that meets local needs?</li> <li>&gt; Will it facilitate the connection of existing communities, i.e. layout and movement which avoids physical barriers and severance and land uses and spaces which encourage social interaction?</li> <li>&gt; 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, children and faith groups? Will it benefit the groups listed above?</li> </ul>
<b>IIA06</b>	
To reduce contributions to	<ul style="list-style-type: none"> <li>&gt; Will it reduce CO2 and other greenhouse gas emissions?</li> </ul>

climate change	<ul style="list-style-type: none"> <li>&gt; Will it reduce consumption of energy?</li> <li>&gt; Will it use renewable sources of energy?</li> <li>&gt; Will it help local people cope with hotter/drier summers and warmer wetter winters?</li> <li>&gt; Will it mitigate against the urban heat island effect?</li> <li>&gt; Will it encourage the re-use of resources?</li> <li>&gt; Will it encourage water efficiency and drought resilience?</li> <li>&gt; Will it encourage the reuse or improvement of buildings and land that are vacant, under-utilised or in disrepair?</li> <li>&gt; Will it maintain or enhance biodiversity?</li> </ul>
<b>IIA07</b>	
To improve the air quality of Southwark	<ul style="list-style-type: none"> <li>&gt; Will it improve air quality?</li> <li>&gt; Will it help to reduce emissions of PM10, NO2?</li> <li>&gt; Will it minimise construction impacts such as dust, noise, vibration and odours?</li> <li>&gt; Will it encourage a reduction in amount and length of journeys made by car?</li> </ul>
<b>IIA08</b>	
To avoid waste and maximise, reuse or recycle waste arising as a resource	<ul style="list-style-type: none"> <li>&gt; Will it promote the reduction of waste during construction / operation?</li> <li>&gt; Will it minimise the production of household and commercial waste?</li> <li>&gt; Will it promote sustainable processing of waste?</li> </ul>
<b>IIA09</b>	
To encourage sustainable use of water resources	<ul style="list-style-type: none"> <li>&gt; Will it result in a net increase in the demand for water and foul sewage disposal?</li> <li>&gt; Will it encourage reuse of water?</li> <li>&gt; Will it maximise use of rainwater or other local water supplies?</li> <li>&gt; Will it reduce discharges to surface and groundwater?</li> </ul>
<b>IIA10</b>	
To maintain and enhance the quality of land and soils	<ul style="list-style-type: none"> <li>&gt; Will it result in the loss of open or previously undeveloped land?</li> <li>&gt; Will it promote re-use of previously developed land and buildings?</li> <li>&gt; Will it use land effectively and efficiently, including mixed use and higher density development?</li> <li>&gt; Will it encourage the remediation of land identified as potentially contaminated?</li> <li>&gt; Will it prevent further contamination of soils?</li> <li>&gt; Will it improve soil quality?</li> </ul>
<b>IIA11</b>	
To protect and enhance	<ul style="list-style-type: none"> <li>&gt; Will it conserve and enhance local landscape and townscape character and visual amenity?</li> </ul>

quality of landscape and townscape	<ul style="list-style-type: none"> <li>&gt; Will it improve the relationship between different buildings, streets, parks and waterways and other spaces that make up the townscape character?</li> <li>&gt; Will it have a negative impact on important strategic/local views?</li> <li>&gt; Will it incorporate sustainable design and construction techniques?</li> </ul>
IIA12	
To conserve and enhance the historic environment and cultural assets	<ul style="list-style-type: none"> <li>&gt; Will it protect, maintain and enhance the condition and setting of features and areas of cultural, historical and archaeological heritage in the environment?</li> <li>&gt; Will it promote the historic environment and also contribute to better understanding of the historic environment?</li> <li>&gt; Will it promote high quality design and sustainable construction?</li> <li>&gt; Will it respect visual amenity and the spatial diversity of communities?</li> <li>&gt; Will it maintain or increase access to leisure, sporting, cultural and arts destinations and facilities?</li> <li>&gt; Will it improve leisure, sporting, cultural and arts provision?</li> </ul>
IIA13	
To protect and enhance open spaces, green corridors and biodiversity	<ul style="list-style-type: none"> <li>&gt; Will it encourage development on previously developed land?</li> <li>&gt; Will it improve the quality and access to open spaces in areas of deficiency?</li> <li>&gt; Will it provide a range of play spaces for children and young people?</li> <li>&gt; Will it maintain, enhance and create green infrastructure assets and networks (e.g. green space, woodlands, public rights of way, open recreation and sports recreation and sports facilities) across the area?</li> <li>&gt; 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?</li> <li>&gt; Will it protect and enhance natural habitats and protect priority species?</li> <li>&gt; Will it encourage the creation of new habitats, including through the provision of additional open space and green roofs?</li> <li>&gt; Will it help achieve the Biodiversity Action Plan (BAP) targets?</li> <li>&gt; Will it protect and provide opportunities for creating / enhancing / improving sites designated for their nature conservation value / geo-diversity level (local and national levels?)</li> </ul>
IIA14	
To reduce vulnerability to flooding	<ul style="list-style-type: none"> <li>&gt; Will the development be an area at risk of flooding?</li> <li>&gt; Will it minimise the risk of and from flooding to people and property?</li> <li>&gt; Will it protect and improve flood defences and allow them to be maintained?</li> <li>&gt; Will it promote the use of sustainable urban drainage systems?</li> </ul>

<b>IIA15</b>	
To provide everyone with the opportunity to live in a decent home	<ul style="list-style-type: none"> <li>&gt; Will it improve the supply of housing?</li> <li>&gt; 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?</li> <li>&gt; Will it deliver 'healthy homes'? (e.g. in relation to warmth, overcrowding, noise and mental health?)</li> <li>&gt; Will it improve overall design quality, including flexibility of stock to enable it to evolve to meet changing needs?</li> </ul>
<b>IIA16</b>	
To promote sustainable transport and minimise the need to travel by car	<ul style="list-style-type: none"> <li>&gt; Will it encourage development at locations that enable walking, cycling and / or the use of public transport and connected to local services and facilities?</li> <li>&gt; Will it reduce car use?</li> <li>&gt; Will it reduce the number and length of journeys undertaken by car?</li> <li>&gt; Will it reduce road traffic accidents?</li> <li>&gt; Will it improve public transport?</li> <li>&gt; Will it promote walking and cycling?</li> <li>&gt; Will it allow people with mobility problems or a disability to access buildings and places?</li> <li>&gt; Will it improve connections across the area to local services, facilities, places of employment and green infrastructure?</li> </ul>
<b>IIA17</b>	
To provide the necessary infrastructure to support existing and future development	<ul style="list-style-type: none"> <li>&gt; Will it provide enough social infrastructure and meet local needs?</li> <li>&gt; Does the proposal explore opportunities for shared community use and co-location of services?</li> <li>&gt; Will it provide enough physical infrastructure?</li> <li>&gt; Will it provide enough green infrastructure?</li> </ul>

## Comparison of the IIA objectives

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

	IIAO 1	IIAO 2	IIAO 3	IIAO 4	IIAO 5	IIAO 6	IIAO 7	IIAO 8	IIAO 9	IIAO 10	IIAO 11	IIAO 12	IIAO 13	IIAO 14	IIAO 15	IIAO 16	IIAO 17
IIAO 2	✓																
IIAO 3	✓	0															
IIAO 4	✓	0	✓														
IIAO 5	✓	✓	✓	✓													
IIAO 6	✓	0	✓	0	0												
IIAO 7	✓	0	✓	0	0	✓											
IIAO 8	✓	0	0	0	0	✓	0										
IIAO 9	✓	0	✓	0	0	✓	0	0									
IIAO 10	✓	0	✓	0	0	0	0	✓	0								
IIAO 11	✓	0	0	0	0	?	0	?	0	0							
IIAO 12	✓	0	0	0	0	?	0	?	0	0	✓						
IIAO 13	✓	0	✓	0	0	✓	✓	0	✓	✓	✓	✓					
IIAO 14	✓	0	✓	0	0	✓	0	0	✓	0	0	0	✓				
IIAO 15	✓	0	✓	0	✓	✓	✓	0	✓	0	✓	✓	✓	✓			
IIAO 16	✓	✓	✓	0	✓	✓	✓	✓	0	0	✓	0	✓	✓	✓	✓	
IIAO 17	✓	0	✓	0	0	✓	✓	0	✓	0	0	0	✓	✓	✓	✓	✓

✓ Compatible

0 No significant link

? Depends on implementation

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.

## Method of Assessment

This section explains the proposed approach and methods for the IIA of the NSP PSV.

The IIA Framework presented in Table 5.1 will form the basis for appraising reasonable options for site allocations and area visions. 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.

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 NSP PSV against these key topics, which include health and equality. The appraisal also considers short, medium and long term effects.

The appraisal is undertaken using professional judgment, supported by the baseline information and wider evidence base. A summary appraisal commentary is provided in section 4 of this IIA report 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.

IIA is an assessment tool that helps to inform decision-making, it is not the sole basis for a decision. The council has considered 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 NSP. This report clearly set out the reasons for the selection or rejection of options in plan-making in Section 6.

### Health Impact Assessment

For the HIA element of the IIA the impacts on the population groups listed in Table 5.2 will be considered:

Table 5.2	
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

### Equalities Analysis

For the EqIA element of the IIA the impacts on the protected characteristics listed below in Table 5.3 will be considered.

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 5.3: Protected Characteristics for Equalities Impact Assessment

Table 5.3	
Age	A person belonging to a particular age (e.g. 32 year olds) or range of ages (e.g. 18-30 year olds).

<b>Disability</b>	A person has a disability if s/he has a physical or mental impairment which has a substantial and long-term adverse effect on that person's ability to carry out normal day-to-day activities.
<b>Gender reassignment</b>	The process of transitioning from one gender to another.
<b>Marriage and civil partnership</b>	In England and Wales marriage is no longer restricted to a union between a man and a woman but now includes a marriage between a same-sex couple. Same-sex couples can also have their relationships legally recognised as 'civil partnerships'. Civil partners must not be treated less favourably than married couples (except where permitted by the Equality Act).
<b>Pregnancy and maternity</b>	Pregnancy is the condition of being pregnant or expecting a baby. Maternity refers to the period after the birth, and is linked to maternity leave in the employment context. In the non-work context, protection against maternity discrimination is for 26 weeks after giving birth, and this includes treating a woman unfavourably because she is breastfeeding.
<b>Race</b>	A group of people defined by their race, colour and nationality (including citizenship) ethnic or national origins.
<b>Religion and belief</b>	Religion has the meaning usually given to it but belief includes religious and philosophical beliefs including lack of belief (e.g. Atheism). Generally, a belief should affect your life choices or the way you live for it to be included in the definition.
<b>Sex</b>	A man or a woman.
<b>Sexual orientation</b>	Whether a person's sexual attraction is towards their own sex, the opposite sex or to both sexes.

Definitions are from the Equalities and Human Rights Commission

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

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

## Assessment of the 'alternative options', area visions and site allocations

Table 5.2 demonstrates the system of symbols which will be used to represent the findings of the IIA for different elements of the assessment of the alternative options and area visions and site allocations.

**Table 5.4**

Key	✓✓	Major or direct positive
	✓	Minor or indirect positive
	xx	Major or indirect negative
	x	Minor or indirect negative
	?	Uncertain
	-	Neutral

Site allocations are grouped together with their relevant area visions, which ensures a consistent scale for comparison and that appropriate consideration is given to the potential cumulative effects of site options on areas of the borough:

- Bankside and the Borough
- Bermondsey
- Blackfriars Road
- Camberwell
- Crystal Palace and Gipsy Hill
- Dulwich
- East Dulwich
- Elephant and Castle
- Herne Hill and North Dulwich
- London Bridge
- Nunhead
- Old Kent Road
- Peckham
- Rotherhithe
- Walworth

The assessment of area visions and site allocations was assessed with explicit reference to the short, medium and long term impacts of the designations. This was considered appropriate due acknowledging that the temporal impacts, including those from the implementation of policies alongside the area visions and site allocations, will be experienced to varying degrees in each area, i.e. spatially. Further information about impact of the policies is set out below.

## Assessment of policies

### IIA Topics derived from NSP Strategic policies

The sustainability, equalities and health impacts of policies have been assessed with reference to the following 'strategic policy' areas outlined in the NSP PSV. Each strategic policy area relates to a particular topic or set of related topics. This ensures a consistent approach is used by the IIA.

The strategic policy /topic areas identified for use by the IIA include:

1. Quality affordable homes
2. Social regeneration to revitalise neighbourhoods
3. Best start in life
4. Strong local economy
5. Healthy active lives
6. Cleaner, greener, safer

Table 5.5 demonstrates the system of symbols which will be used to represent the findings of the IIA for different elements of the assessment of the policies.

**Table 5.5**

Key		
	✓✓	Major or direct positive
	✓	Minor or indirect positive
	X	Major or indirect negative
	XX	Minor or indirect negative
	?	Uncertain
	No symbol or comment	Neutral

The policies were assessed with the short, medium and long term impacts. Where a variation in the impact over time was identified this has been noted in the comments. However, due to the fact that temporal impacts are bound to be experienced spatially, this has been explicitly referenced in the area visions and site allocations assessment.

## **6. Appraisal Summary from the IIA**

This section sets out a summary of the assessments which looked at:

- The plan options and alternatives
- The site allocations and area visions
- The policies

### **6.1 Plan Options and alternatives, Site allocations and area visions**

#### **How has sustainability been considered in the development of the NSP Site Allocations and Area Visions?**

Previous stages during the development of the NSP have helped to guide the sustainability of the emerging plan overall and of the framing of policy options for the NSP PSV of the AV&SAs. Areas of concern identified at the scoping stages led to development of the strategic and development management policies and monitoring framework included in the NSPPO, consulted on in 2015 and 2016. Since then informal consultation with stakeholders in local vision areas and development of the evidence base has helped further our understanding of local sustainability, equalities and health issues.

The appraisal has involved making a certain amount of subjective judgements of the likely sustainability, equalities and health impacts of proceeding with any option over the short, medium and long term. The judgement is made by reference to what the IIA 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.

#### **What options have been considered and why?**

The NSPPO consultation set out the council's proposed strategy for planning and regeneration in Southwark to help deliver the Fairer Future promises in the Council Plan, in conformity with the ambitious targets for development in the borough set by the London Plan. The NSPPO also stated that the final version of the NSP would contain area visions setting out aspirations for places and site allocations with specific requirements for land uses and densities for development.

Part of the NSP strategy is to build more homes of every kind in Southwark, and to use every tool at the council's disposal to increase the supply of all different kinds of homes in the borough. The strategy also aims to revitalise neighbourhoods and work to make sure that Southwark has a strong economy, identifying regeneration areas extending across most of the borough including London Plan opportunity areas and local action areas.

We have also assembled an extensive evidence base which confirms both the need and opportunity for largescale redevelopment of land in Southwark as well as the need for planning policy to guide development to ensure that it is sustainable, equitable and supports health and wellbeing.

Within this context potential NSP PSV AVs&SA options were assessed for their '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 NSP?
- is it a genuine option?
- will the necessary resources be available to deliver the NSP?
- 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 and NSP?

Following these considerations, two options were considered to be reasonable alternatives and were assessed against the IIA framework.

### **Option A: Business as Usual**

This option involves the description of vision areas and the identification of site allocations but rely on other local plan policies in the NSP and London Plan to determine planning applications. It does not provide any significant new material guidance for development, such as site capacities, land use or design criteria. Area visions describe the character of areas and the council's broad regeneration aims but do not seek to shape the contribution of development opportunities within each area.

In this option sites are selected for allocation from the potential sites consulted on at the NSP options stage as well as land identified through an ongoing call-for-sites, the London Strategic Housing Land Availability Assessment (SHLAA) and by planning and regeneration officers. As an inner London borough, Southwark is predominantly urban in nature and has at least an adequate level of transport accessibility across most of its area. Given the planning imperative nationally and regionally to make effective use of previously developed land in accessible locations the majority of sites have opportunities for development. Separate options for different spatial distribution of development are therefore not considered. All sites of sufficient size, generally above 0.25 ha, and where clear constraints on development would not prevent comprehensive redevelopment, are allocated as opportunity sites for development.

This option would help to deliver the NSP strategy by encouraging development on sites that could make a significant contribution to regeneration. Planning applications would be determined in line with planning policies in the same way as proposals on sites that are not allocated. Area visions would have limited implications on planning proposals but would help communicate the council's goals to developers and other stakeholders. The option quantifies the strategic development opportunities in the borough allowing estimates of growth to demonstrate key objectives such as housing delivery would be met; it is therefore a genuine reasonable alternative.

Option A would not present fundamental barriers in terms of resources, time or risks as it relies on the routine operation of the planning department. Flexibility is offered as changing circumstances would be reflected in other material considerations in the determination of applications. General

conformity with the London Plan and NSP PSV would be achieved through the application of their policies but it would only achieve the minimum towards their goals.

### **Option B: Place Making and Place Shaping**

This option sets out area visions and site allocations as per Option A. However, they additionally provide policy and guidance that is material to the determination of applications. It thereby takes a proactive approach to place making and place shaping, integrating sites with their context and steering growth to deliver the regeneration strategy.

In this option visions provide a more specific strategy for each area to be taken into account by all relevant development proposals in the borough. They set out key infrastructure enhancements, opportunities for public realm and transport improvements and growth opportunities for new homes and jobs. Area Visions also identify the prevailing character of different places to be renewed, retained or enhanced.

In this option site allocations set out the land uses that must be provided as part of any redevelopment alongside other acceptable land uses that may be provided in addition to the required land uses. For example, site allocations may specify that development must provide new public open space, new public access routes and new health or education facilities. Site allocations generally set out the indicative development capacity that will be acceptable on each site. This is not a minimum or maximum capacity but it indicates the scale of development that is likely to be acceptable. A site allocation may also provide site specific design guidance that should be considered in the event of redevelopment.

In this option sites are selected in a similar manner to Option A as sites that could accommodate significant development also present the opportunity to satisfy regeneration and sustainability objectives through controlling land use and providing guidance. They present a single spatial option, maximizing the sustainable redevelopment of previously developed land.

In addition to encouraging development in general this option would seek to fulfil the NSP objectives by providing greater certainty as to the broad parameters of acceptable development within vision areas and on specific sites. It would also secure land for infrastructure and deliver uplift in certain land uses, such as those generating employment and contributing to the growth of economic clusters. In resource, time and risk terms this option should be beneficial in clarifying the priorities for different areas and the status of sites upfront – de-risking development. While creating certainty could be less flexible, by allowing a range of acceptable land uses, avoiding absolute capacity limits and through the application of other local plan policies it will still be possible to respond to changing circumstances. This option would seek to proactively deliver growth, infrastructure and design outcomes sought by the London Plan and NSP PSV.

### **What have the options identified?**

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 5. The assessment considers a wide range of criteria for each objective and the list of questions highlighted in Table 4.1 is not exhaustive. The assessment summarises the impacts and gives an overall score based on the opportunities the NSP could offer in each scenario. The following summary explains the

results and gives a qualitative analysis of the complexities and challenges surrounding the two alternative approaches.

Option A generated a high degree of uncertainty around its effects, particularly in the medium to long term. By identifying development land without detailed guidance strategic opportunities to meet IIA objectives are not very likely to be exploited. Although other local plan policies will secure positive effects they may not always be successful without this coordination. In particular, infrastructure that requires land for its delivery would be more challenging to bring forward. In the medium term, delays to infrastructure delivery could slow development overall and a favourable balance between housing and land uses providing services and employment would less likely be achieved. At least some minor negative social impacts in the long term would be anticipated as these uncertainties impact particular groups.

In the short term Option A would be neutral in most of its effects with positive effects attributed to accelerated redevelopment of sites providing employment in construction, remediating land and delivering much needed new homes. If this option were taken forward then the assessment indicates that the plan would be highly reliant on development management policies to mitigate potential negative effects. These policies may need to be revisited in light of the need to create certainty on how employment growth will be supported, infrastructure will be delivered alongside affordable housing and cumulative environmental effects mitigated.

The assessment indicates that Option B would result in wide ranging positive effects by giving a clear idea of how each development site and the regeneration of vision areas can contribute towards an overall strategy for sustainable growth. Major positive effects are attributed to the delivery of education and health facilities, business space, green infrastructure and new housing including affordable homes. As with Option A, this would rely on the implementation of the development management policies of the plan to secure positive effects and mitigate negative ones. The addition of place making and place shaping guidance to these policies generates overall positive scores.

Option B would leave some residual uncertainty for which further mitigation to minimise any negative effects could be considered. There may be opportunities to go further in supporting the mitigation of some environmental effects and in the delivery of care facilities. At present the evidence is not available to specify further requirements in this draft of the plan but these issues deserve further investigation as the plan is developed.

### **What option was chosen for the NSP PSV and why?**

The options above were considered in the period preceding, during and following the NSPPO consultation. This included extensive consultation with other council services and infrastructure delivery partners as well as consulting local groups to understand their aspirations for vision areas.

The NSP PSV has been prepared in accordance with the principles outlined in Option B. There are considered to be more social, economic and environmental benefits in this scenario which will improve the health and wellbeing of communities. Whilst the approach may be refined through the iterative process of plan development to enhance the mitigation of uncertainty, the council considers the NSP PSV can help guide and deliver redevelopment successfully.

Option A demonstrates that whilst it would be a reasonable alternative to identify opportunity sites for development and rely on other local plan policies to shape growth, the social, economic and

environmental effects would be deeply uncertain. The council has decided instead to employ place making and place shaping to secure the full benefits of redevelopment.

The benefits anticipated through this preferred approach will be achieved through securing growth in housing, employment, town centre amenities, primary health and care facilities, school places, higher education and public open spaces. They will also be served by enhancing and expanding physical networks of sustainable transport and habitats for wildlife, social interaction and economic interaction within local business clusters. Guidance in the NSP PSV will complement local plan policy requirements through site specific information so that it is understood upfront how proposals can integrate into their local context and help to deliver area visions. The positive effects of these policies will thereby be enhanced.

By encouraging comprehensive redevelopment, with some sites concentrated in localised areas, development could be disruptive in the short term for some communities. While local plan policies will go a long way to manage impacts it will be important to investigate further opportunities to offset these effects. There may also be opportunities to further support strategic mitigation of climate change and to manage flood risk, for instance through guidance on strategic solutions for decentralised energy or sustainable drainage.

### **Appraisal of the draft site allocations and area visions**

In the NSP PSV area visions provide the strategic vision for the future of Southwark's distinct places and neighbourhoods. They set out key infrastructure enhancements, opportunities for public realm and transport improvements and growth opportunities for new homes and jobs. Area visions also identify the prevailing character of different places to be renewed, retained or enhanced. Development proposals should be formulated in the context of the relevant area vision and should demonstrate how they contribute towards realising the strategic vision for that area.

Site Allocations are planning policies which apply to key potential development sites of strategic importance. Site allocations are needed to ensure that when a strategic site comes forward for redevelopment it integrates well into its surroundings and contributes towards meeting strategic needs for new homes, jobs and infrastructure. Site allocations set out the land uses that must be provided as part of any redevelopment alongside other acceptable land uses that may be provided in addition to the required land uses. For example, Site allocations may specify that development must provide new public open space, new public access routes, and new health or education facilities.

In the NSP PSV the site allocations are grouped together within their respective vision areas. This grouping has been followed for the appraisal and each vision area has been assessed as a whole including the allocation sites within it, along with the content of their allocation policies. In some instances their interaction with policies proposed in the NSP PSV are also assessed as both documents form the preferred option of the plan. The full appraisal of the site allocations and area visions is provided at Appendix 5.

### **What are the significant positive effects?**

Accelerating the delivery of housing development will provide major contribution towards providing everyone with the opportunity to live in a decent home. By creating certainty around the

requirements for other land uses and infrastructure on allocation sites this will also support affordable housing delivery by allowing the more accurate understanding of development costs in the valuation of land.

The plan generates major positive effects to tackle poverty and encourage wealth creation. The acceleration of development in most areas will create jobs in construction. Where a significant uplift in commercial floor space is planned for there will be further increases in employment opportunities. This will include job opportunities secured for local people as well as procurement opportunities for other local businesses. Support for the most promising economic clusters within the borough will generate higher wages and economic resilience. These include the central London office market; health, academic and research growth associated with major institutions; revitalised town centres and agglomerations of creative businesses.

The education and skills of the population will be benefitted by new school places, support for higher education growth and training opportunities within construction and new business space. The health of the population will be improved by encouraging active lifestyles and wellbeing through a network of green links, cycle routes and open spaces across the borough and maintained by additional health and care facilities. These will provide the opportunity to deliver integrated health services to improve the quality of their operation. Public spaces, public realm, cultural facilities and a flexible range of new town centre amenities will have major long term positive effects to promote social inclusion, equality, diversity and community cohesion by creating spaces for interaction as well as a diversity of different lifestyles. By allocating land for the critical infrastructure needs of Southwark there will be major positive impacts for the smooth delivery of existing and future development.

In parts of the borough redevelopment will deliver area-wide improvements in the architectural quality of buildings and the public realm alongside new or enhanced open space and urban greening. These will deliver major positive effects enhance the quality of landscape and townscape.

### **What are the significant negative effects?**

The plan does not generate major negative effects in the appraisal although there are residual areas of uncertainty, discussed further below, which could result in negative effects; particularly where they are cumulative in nature. Due to the nature of the plan this is perhaps not surprising – the site allocations and area visions seek to steer development opportunities that already exist towards delivering a sustainable regeneration strategy. Furthermore they are supported by the preferred option strategic and development management policies to further mitigate negative effects.

The appraisal does indicate minor negative effects in the short term in some areas towards social inclusion, equality, diversity and community cohesion. This is related to the loss of some community assets in the short term, which may benefit particular groups, and the potential disruption of social interaction through the impacts of construction. This would be in locations where the acceleration of development brings forward a number of sites concurrently within a small area as development management policies will seek general mitigation of the impacts of construction. The appraisals indicate that this disruption will occur in areas that will likely accrue more significant benefits in the long run towards this sustainability objective. Nevertheless, opportunities for further mitigation in the short term could be explored through targeted community

infrastructure development and the coordination of quick wins from regeneration and meanwhile uses.

### **Uncertain impacts**

The plan provides a positive strategy for growth however there are some impacts that may be uncertain at this stage.

While on the whole the allocation of flexible employment space will have major positive effects for the local economy and employment, redevelopment of sites will in several instances result in the loss of existing businesses. For lower value storage or industrial space or where businesses are less compatible with existing land uses similar operations may be challenging to re-incorporate. In order to maintain and enhance economic diversity there may be further opportunities for mitigation from regeneration and engaging stakeholders to curate the offer of commercial space within vision areas.

Sustainable transport improvements and greening will help to mitigate the causes of climate change. However, traffic congestion impacts of construction could add to emissions in some locations such as the Elephant and Castle junction. There may be further opportunities to reduce emissions overall all in the medium to long term through decentralised energy. If opportunities are identified for area-wide energy networks beyond those proposed in the Old Kent Road area, there could be scope for the final version of the NSP to further support their delivery. Congestion could similarly affect air quality and there may be as yet unidentified opportunities for area-wide responses.

Within critical drainage areas policy will seek flood risk assessments and sustainable drainage measures. Where redevelopment is particularly concentrated there may be a greater risk of cumulative impacts. Opportunities for strategic solutions to manage any risk could be further investigated.

## **Cumulative impacts**

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.

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.

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 the design of proposals for 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 an area as a whole.

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.

## **Proposed mitigation**

Where the SA identified potential shortcomings, mitigation measures are proposed to help off-set the negative impacts. To a large extent mitigation measures are provided in the proposed NSPPO development management policies. The following measures warrant further investigation:

- short-term offsets to benefit communities disrupted by concentrated largescale construction
- curation of business space
- de-centralised energy networks
- air quality improvement
- strategic sustainable drainage systems

## **Uncertainties and Risks**

The conclusions that were reached in undertaking the IIA of the NSP PSV 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.

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

## 6.2 Appraisal Summary for NSP PSV Policies

The IIA appraisal tables in Appendix 6 set out the details of the impacts for each of the seven topic areas and individual policies in terms of the 17 objectives in the IIA framework. Each appraisal is referenced by Strategic Policy and detailed development management policy contained in the NSP PSV.

### 1. Quality Affordable Homes

#### Overall Summary: Positive

Strategic Policy 1: “Quality affordable homes” and the development management policies that sit under it as a topic area have been assessed as having an overall positive future effect on the economic, social and environmental sustainability of the borough and the health and equality of residents, workers and visitors. Notably this includes:

- An overall increase in affordable homes, family sized homes, private rented sector homes and housing for the elderly and other people with specialist needs. Our policies seeking to deliver these new homes, combined with optimizing the delivery of new homes through appropriate densities, means more housing of all types will be built and should relieve pressure on existing housing stock, reducing overcrowding and increasing affordability and security. However, it is noted there is a risk that the demand for housing could have a knock on effect on the delivery of jobs and employment space and our other proposed policies in the plan must be considered along side SP1 and those that sit under it, including Strategic policies 2, 3 4 and 5 and the corresponding the development management policies.
- Reducing overcrowding and providing more homes to meet our current unmet need and the predicted future demand will contribute significantly to an increased chance of good physical and mental health. Poor housing conditions can cause stress and sleep deprivation which can also impact on children’s school life. Providing homes for the families, the elderly, disabled people, private renters and people in between conventional accommodation arrangements (i.e. HMOs and hostels) will help all these diverse sections of society live their lives uninhibited by housing issues, enabling greater community cohesion.
- SP1 and the concurrent development management policies may incur risks. Southwark already has poor air quality and providing more housing to accommodate a larger number of people will increase exposure to poor air quality. A growth in housing may worsen air quality through increased emissions from building plant and increased transport demand, particularly with the provision for family homes, where cars are rightly seen as a convenient mode of transport. There is a likelihood that the demand for energy and water will increase with an increased population. Looked at in isolation (see SP6 summary and policy

assessments), an increase in housing will likely increase overall carbon emissions from the current baseline. However even with 'no plan' there would likely be a significant increase in housing and associated effects given the housing targets established in the London Plan.

- Optimising the delivery of new homes through appropriate densities will promote walkable neighbourhoods at higher densities. This will have several benefits, some addressing the potential risks identified above. These benefits include a more lively street life with services and facilities becoming more viable due to the increase in demand from the increased number of residents. This will have the secondary benefit of reducing the opportunity for crime and the fear of crime through an increase in street life and natural surveillance. More facilities and services due to increased demand will help form walkable neighborhoods in which everything a resident needs is within easy walking distance. This will then have knock-on impacts on the transport network, reducing the demand for private car use and encouraging walking, cycling and public transport. This in turn will reduce emissions and pollution per capita.
- Other risks identified from SP1 include a potential loss of unprotected amenity land on housing estates to help deliver new affordable council homes, increased construction impacts from the increase in overall housing delivery and that the majority of locations for housing will likely be in an area at risk of some form of flooding. These issues will be addressed through the other policies in the New Southwark Plan PSV.

## **2. Social regeneration to revitalise neighbourhoods**

### **Overall Summary: Positive**

Strategic Policy 2: "Social regeneration to revitalised neighbourhoods" and the development management policies that sit under it as a topic area have been assessed as having an overall positive future effect on the economic, social and environmental sustainability of the borough and the health and equality of residents, workers and visitors. Notably this includes:

- With reference to revitalising neighbourhoods with the aim of making them places where everyone can be proud to live and work, Southwark Council have one of the most ambitious regeneration programmes in the country. It is leveraging the borough's unique position in central London to benefit local residents and encourage innovative development of spaces to provide new council and other affordable homes, jobs, schools, shops and places to work.
- SP2 outlines that homes are being built rapidly with most of the change taking place in the north and centre of the borough. Development management policies aim to ensure development is sensitive to local townscapes and existing communities, enhancing what already exists. Southwark's built heritage is recognised as a community asset and is strongly protected.
- The importance of urban greening and green infrastructure is recognised by development management policies. It is encouraged with reference to delivering multiple amenity and environmental benefits. Development that provides communal amenity space providing multiple benefits such as food growing is also encouraged.

- Development management policies recognise good quality housing can help to improve the health, safety, amenity and quality of life of current and future residents.
- Development which provides for accessible and inclusive design for all ages and especially for people with disabilities is supported ensuring future development is in compliance with the Equalities Act 2010, relevant London Plan policies and Part M of the building regulations.
- Development management policies support development which ensures high standards of design with commensurate consideration given to visual appearance, composition, aesthetics and detailing. This includes recognising the importance of significant Borough views and panoramas which provide a positive contribution to experiencing Southwark's position in London. Development that does not enhance such views is to be avoided.
- Risks identified by assessing SP2 policies include the recognition that tall buildings can look out of place in their surroundings with a risk of causing unpleasant environmental effects, especially to a given locations micro-climate. Risks are also recognised in relation to maintaining the strategic importance and unique character of the River Thames; this is due to the areas environmental sensitivity and intense development pressure. These issues will be addressed through the other policies in the New Southwark Plan.

### 3. Best Start in Life

#### Overall Summary: **Positive**

Strategic Policy 3: "Best Start in Life" and the development management policies that sit under it as a topic area have been assessed as having an overall positive future effect on the economic, social and environmental sustainability of the borough and the health and equality of residents, workers and visitors. Notably this includes:

- SP3 aims to support all young people to have the best start in life by ensuring a safe, stable and healthy environment where they have the opportunity to develop, make choices and feel in control of their lives and future. The council believes wholeheartedly in giving young people the best start in life and aims to do so by establishing a new childcare commission bringing together experts, parents, providers and employers to find new ways to guarantee care and early education. The council also aims to make sure there are enough primary and secondary places for all.
- Development management policies recognise that education facilities can significantly enhance the economy and contribute to regeneration by complementing existing uses.
- In addition to supporting younger children development management policies seek to ensure appropriate student housing is delivered. This plan recognises that providing too much student accommodation can restrict the Council's ability to deliver more family and affordable housing. By requiring an element of affordable housing or contribution towards affordable housing from student housing development the council can work towards meeting the strategic need for student accommodation and the local need for affordable homes.

## 4. Strong Local Economy

### Overall Summary: Positive

Strategic Policy 4: “Strong Local Economy” and the development management policies that sit under it as a topic area have been assessed as having an overall positive future effect on the economic, social and environmental sustainability of the borough and the health and equality of residents, workers and visitors. Notably this includes:

- SP4 outlines that Southwark Council will work to ensure that the Borough has a strong local economy where all residents benefit. The council intends to create more opportunities for people in Southwark to find work, get into training and achieve their aspirations.
- Development management policies encourage the diversification of the local economy and support the retention of existing small and medium enterprises by encouraging the development of affordable workspace and of railway arches. Activities supported include business uses (B Use Classes), retail (A Use Classes) and community facilities (D use classes) in railway arches.
- Tourism is promoted by a range of development management policies including those which support proposals for new hotels, protect heritage assets and recognise the contribution of pubs to the historic character of a given area. It is recognised that Southwark’s historic assets can promote and enable tourism opportunities.
- Development management policies aim to help and improve employee education and training programmes. The council’s Economic Wellbeing Strategy objective of overcoming barriers to employment is supported by policies which promote a targeted approach to improve employment participation within Southwark and promote an entrepreneurial approach to business, especially amongst young people. The plan also seeks to ensure small and independent businesses, which make up a overwhelming proportion of employers in Southwark, are provided for in development.
- Recognition and support is given to town and local centres. These places provide important services and facilities for the borough’s residents and should be the main focus for new developments for town centre uses. The council’s aim is to increase the amount of shopping space in centres and improve the choice of goods and services while also encouraging the diversification of economic activity within these areas. This should improve access to jobs for all and otherwise contribute to a reduction in poverty.
- Infrastructure, particularly transport infrastructure which provides access to services and jobs for all people is supported by SP4 and associated development management policies. It is outlined that new mixed-use neighbourhoods will require significant investment and enhancement to pedestrian and cycle networks. The potential for other infrastructure enhancements, such as the proposed extension to the Bakerloo line, to drive growth and regeneration within the Borough is also supported.

## 5. Healthy, Active Lives

### Overall Summary: Positive

Strategic Policy 5: “Healthy active lives” and the development management policies that sit under it as a topic area have been assessed as having an overall positive effect on the economic, social

and environmental sustainability of the borough and the health and equality of residents, workers and visitors. Notably this includes:

- The delivery and increase in the range of jobs by supporting arts, culture, leisure and sports and health facilities, which can also positively effect wellbeing and mental health and provide opportunities for exercise, workshops, training classes and lessons. This will encourage social interaction and potentially employment prospects. These types of facilities, as well as community facilities can provide essential spaces for human interaction and discovery, reducing the chance of social exclusion. This is especially true for both the elderly, due to a lack of active friends or support networks, and children and younger people, where a lack of such facilities may have negative effects on their growth and their outlook on life.
- Arts, culture and leisure can extend our evening economies, adding life and vitality to places for a longer time each day, making people feel safer. Flexible, shared community facilities were assessed as a positive policy development due to the increased opportunities for social interaction across groups, and more people using spaces and buildings at different times of day, helping to create street life and enhancing natural surveillance. It will also be an efficient use of land in a borough where land is in extremely short supply.
- Promoting walking, cycling and public transport over private car use will similarly have multiple positive impacts. Well designed and easy-to-navigate routes will increase and improve access to services, facilities and jobs for residents and visitors and improve safety by reducing car accidents through integrating appropriate well designed infrastructure. Walking and cycling are the healthiest ways to move around and encouraging this will help make people and places healthier, more active and have improved air quality and reduce emissions. Opening up low line walking routes along and through the borough's railway viaducts will re-connect historically severed areas and provide space for and further improve access to a variety of businesses, services and facilities and encourage walking.
- Investment in public transport infrastructure and discouraging use of private motor vehicles will reduce negative environmental impacts, including CO2 emissions and air quality impacts. Car parking provision will be more restrictive than previous policy limits and the current London Plan, potentially impacting families more so than other groups where cars are seen as the most convenient mode of transport. However, we are increasing accessibility through the promotion of walking with good walking routes that make it easy for people with mobility issues to move around, as well as requiring cycle parking spaces for accessible bicycles and tricycles. Street level car parking will also be restricted.

## **6. Cleaner, Greener, Safer**

### **Overall Summary: Positive**

Strategic Policy 6: "Cleaner, greener, safer" and the development management policies that sit under it as a topic area (P54-69) have been assessed as having an overall positive impact on the economic, social and environmental sustainability of the borough and the health and equalities of residents, workers and visitors. Notably this includes:

- The continued protection of currently protected green space and the creation of new green and open spaces will have multiple benefits, including providing new and improving existing

habitats which will enhance the borough's biodiversity. Access to nature and greenery is known to have positive effects on mental wellbeing. Open and green spaces will also provide the opportunity for people to engage in leisure, sports and recreational activities which are often a good form of exercise. This will improve the health of the population in Southwark.

- Improving Southwark's existing poor air quality has the potential to significantly improve physical health, particularly for vulnerable groups such as children and the elderly, who suffer the effects of poor air quality more so than other groups. Plants absorb CO<sub>2</sub> and release oxygen, meaning the more greenery Southwark has, through green walls and roofs, brown roofs, green open space, community food growing facilities and green open spaces such as parks and gardens the better the opportunity for improvement. The air quality neutral policy has been supplemented with a requirement to provide measures beyond air quality neutral which should offset a development's impact. This is considered to be a best-fit compromise between the need to improve air quality and also deliver homes and employment space.
- While lots of types of trees can actively improve air quality, some types of trees can cause new harmful pollutants to form which would not otherwise have formed. NSP policy directly addresses this risk. Another risk is the immediate urban context in which trees are planted needs to be carefully considered. For example, the canopy cover that trees provide can trap pollutants at ground level and prevent them from escaping, making air quality worse for users of the street. The NSP policy directly addresses this risk.
- Trees and other types of urban greening such as green walls and brown roofs will have positive impacts for other reasons, such as providing shade and minimising the solar gain of buildings, helping reduce overheating in buildings and the urban heat island effect. This will result in less need to artificially cool buildings, saving on energy consumption and CO<sub>2</sub> emissions.
- Ensuring new buildings and existing buildings are built or retrofitted to high environmental standards will also save energy and reduce greenhouse gas emissions. This will reduce utility bills, having a particularly positive effect in Southwark's deprived communities where fuel poverty is a higher risk for people. Retrofitting existing buildings and creating sustainable new buildings will contribute to future proofing our built environment, helping it to be 'fit for purpose' for longer and resulting in a more efficient use of resources such as materials and energy. Other policies that will help to achieve an efficient use of resources include our energy policy, where combined heat and power will re-capture wasted heat energy to supply back to buildings; requirements for re-use of rain water; and requirements for construction phases to demonstrate sustainable waste management.
- Public safety will be positively impacted through improving green spaces for pedestrians and cyclists so that they can avoid main roads where traffic accidents and poor air quality is worse. New development and public realm will be required to "design out" opportunities for crime and reduce flood risk through design and mitigation measures. The appropriate management of waste will also help to positively impact health and safety of the public realm, minimising vermin and offensive odours and visual harm to amenity.

## 7. Implementation

### Overall Summary: Positive

The implementation policies proposed in the New Southwark Plan have been assessed as having an overall positive impact. Ensuring existing infrastructure is adequate and building new infrastructure will help enable an increase in development, as the capacity of the borough (for services and utilities such as water, power, waste management and transport) is increased.

- The assessment identified several positive impacts following from this, for example the opportunity to increase the supply of housing, or provide more jobs; jobs could be in the construction, expansion or upgrading of infrastructure, the construction of subsequent development made possible by the infrastructure or in the built-out development itself. Analysis of IP1 also recognised that identifying and implementing shared servicing programmes for developments in concentrated areas has the potential to improve air quality and road safety by minimising vehicle trips. The main risk noted is that an expansion or upgrade of water infrastructure, required because of the pressure new development will place on existing capacity, will result in a net increase in demand for water and foul sewage disposal.
- Planning obligations such as Section 106 agreements and the community infrastructure levy will have a largely positive impact. The aim of IP2 is to offset the negative impacts of a development through financial contributions made by the developer to the council. For example, providing affordable housing or business space would help address a rise in housing or business premises costs; transport and public realm investment would help address increased pressure on transport; and building health and community facilities will help expand the capacity of the borough's social infrastructure. Requiring developments to include training, work placements and employment contributions for local people will improve employment opportunities. In effect, DM65 seeks to address all of the impact objectives listed as part of the integrated impact assessment through investment enabled by development.
- The impact of IP3 'Enforcement against unlawful development' was assessed as largely being dependent on the individual cases and the impact of the policy cannot be assessed accurately in isolation. However, it is considered that the impacts of enforcement action are highly likely to be positive. Action would be taken against unlawful development that breaches planning policy. Our policies are there to protect amenity of people and ensure appropriate development is implemented. Enforcement action against persons means their development is in breach of our policies, for example accommodation standards may be very poor. In this instance, the action taken will mean that the standard of accommodation provided would be improved.
- It was considered that compulsory purchase orders (IP4), monitoring (IP5) Statement of community involvement (IP6) and Local Development Scheme (IP7) will not directly impact any of the objectives set out in the integrated impact assessment when assessed in isolation. These policies form extremely useful tools from which more can be achieved in regeneration. For example, the impacts of a compulsory purchase of land by the council will depend on what that land will be used for in the future. This will be influenced by other policies in the New Southwark Plan. Monitoring will not directly impact the built environment but will enable us to analyse what has been granted permission and what has been built in the borough. This will form a large evidence base to be built up that will help us refine and inform our policies in the future.

### **6.3 Conclusion**

The overall impact of the seven identified topics across the strategic policies, in terms of the 17 objectives in the IIA framework has been assessed as being positive. This reflects the positive appraisal of each of the seven topics. Some risks have been identified been these are generally mitigated by other policies in the plan.

## Section 8 - Implementation

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

<b>IIA PRODUCTION STAGE</b>	<b>TIMETABLE</b>
Consideration of the responses to the consultation on the NSP SA&AV preferred option and IIA report.	Spring to Autumn 2017
Preparation of the final IIA report to accompany the proposed submission version of the NSP proposed submission version.	Autumn 2017
Consultation on NSP proposed submission version and draft final IIA report	October – January 2017
Adoption of the NSP and publication of the final IIA report.	2018

### How will the plan be implemented?

The plan will shape development in Southwark from 2018 to 2033 through the application of area vision guidance and strategic, development management and site allocation policies to planning proposals. As a spatial planning document it will also influence the investment decisions of the council and its development and infrastructure partners. We will ensure the NSP is implemented by working with the local community and businesses, developers, neighbouring borough councils, GLA, TFL and other partners to deliver the plan.

Implementation of the NSP 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 borough 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 NSP strategy.

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.

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.

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

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.

### **Links to other tiers of plans, programmes and other guidance**

The NPPF 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.

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 opportunity areas which are expected to deliver new homes, jobs and infrastructure to be determined in more detail in a local level plan.

### **Proposals for monitoring**

It is important that the plan is monitored to keep track of whether it is working in the way it should. The IIA has identified indicators that should be used to monitor the NSP. The most appropriate way to monitor the 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 NSP PSV 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 NSP is adopted.

## **9. Appendices**

Appendix 1: Strategic Directive Requirement

Appendix 2: Relevant Plans, Programmes and Strategies

Appendix 3: Baseline data – Facts and Figures

Appendix 4: : Assessment of preferred option and alternative

Appendix 5: Assessment of area visions and site allocations

Appendix 6: Assessment of area visions and site allocations

Appendix 7: Assessment of policies



## Appendix 1 – The SEA Directive Requirements

### The Strategic Environmental Assessment Regulations 2004 requirements checklist

Strategic Environmental Assessment Regulations requirements checklist	Plan-making stage
<p>Preparation of environmental report (regulation 12)</p> <p>Preparation of an environmental report that identifies describes and evaluates the likely significant effects on the environment of implementing the plan or programme and reasonable alternatives taking into account the objectives and geographical scope of the plan or programme (regulation 12(2)).</p> <p>The report shall include such of the information referred to in Schedule 2 as may reasonably be required, taking into account current knowledge and methods of assessment, the contents and level of detail in the plan or programme, its stage in the decision-making process and the extent to which certain matters are more appropriately assessed at different levels in the process to avoid duplication of the assessment (regulation 12(3)). Information may be provided by reference to relevant information obtained at other levels of decision-making or through other EU legislation (regulation 12 (4)).</p> <p>When deciding on the scope and level of detail of information to be included in the environmental report the consultation bodies should be consulted.</p>	<p>Stages A-C as described in Table 2.1 of the IIA.</p>
<p>The information referred to in Schedule 2 is:</p> <p>a) An outline of the contents, main objectives of the plan or programme, and relationship with other relevant plans and programmes.</p>	<p>Stage A as described in Table 2.1 of the IIA – Scoping stage.</p>
<p>b) The relevant aspects of the current state of the environment and the likely evolution thereof without implementation of the plan or programme.</p>	<p>Stage A as described in Table 2.1 of the IIA - Scoping stage.</p>
<p>c) The environment characteristics of areas likely to be significantly affected.</p>	<p>Stage A as described in Table 2.1 of the IIA - Scoping stage.</p>
<p>d) Any existing environmental problems which are relevant to the plan or programme including, in particular, those relating to any areas of a particular environmental importance, such as areas designated pursuant to Directives <a href="#">2009/147/EC (Conservation of Wild Birds)</a> and <a href="#">92/43/EEC</a></p>	<p>Stage A as described in Table 2.1 of the IIA - Scoping stage.</p>

(Habitats Directive).	
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)	Stage E as described in

<p>As soon as reasonably practicable after the plan or programme is adopted, the consultation bodies, the public and the Secretary of State (who will inform any other EU Member States consulted) shall be informed and the following made available:</p> <ul style="list-style-type: none"> <li>• the plan or programme adopted</li> <li>• the environmental report</li> <li>• a statement summarising: <ul style="list-style-type: none"> <li>(a) how environmental considerations have been integrated into the plan or programme;</li> <li>(b) how the environmental report has been taken into account;</li> <li>(c) how opinions expressed in response to: <ul style="list-style-type: none"> <li>(i) the invitation referred to in regulation 13(2)(d);</li> <li>(ii) action taken by the responsible authority in accordance with regulation 13(4),</li> </ul> </li> </ul> </li> </ul> <p>have been taken into account;</p> <ul style="list-style-type: none"> <li>(d) how the results of any consultations entered into under regulation 14(4) have been taken into account;</li> <li>(e) the reasons for choosing the plan or programme as adopted, in the light of the other reasonable alternatives dealt with; and</li> <li>(f) the measures that are to be taken to monitor the significant environmental effects of the implementation of the plan or programme. (regulation 16)</li> </ul>	<p>Table 2.1 of the IIA (to follow).</p>
<p>Monitoring of implementation of plans or programmes (regulation 17)</p> <p>Monitoring of significant environmental effects of the plan's or programme's implementation with the purpose of identifying unforeseen adverse effects at an early stage and being able to undertake appropriate remedial action (regulation 17 (1)). Monitoring arrangements may comprise or include arrangements established for other purposes (regulation 17 (2)).</p>	<p>Stage E as described in Table 2.1 of the IIA (to follow).</p>



## Appendix 2 - Relevant Plans, Programmes and Strategies

### Global

Plan, Strategy or Programme	Summary of objectives and targets
WHO Age-friendly Cities Guide (2007)	<ul style="list-style-type: none"> <li>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.</li> </ul>

### European

Plan, Strategy or Programme	Summary of objectives and targets
EU Biodiversity Strategy to 2020 (2012)	<ul style="list-style-type: none"> <li>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.</li> <li>The six targets cover: <ul style="list-style-type: none"> <li>Full implementation of EU nature legislation to protect biodiversity</li> <li>Better protection for ecosystems, and more use of green infrastructure</li> <li>More sustainable agriculture and forestry</li> <li>Better management of fish stocks</li> <li>Tighter controls on invasive alien species</li> <li>A bigger EU contribution to averting global biodiversity loss</li> </ul> </li> <li>The new Biodiversity Strategy follows on from the 2006 Biodiversity Action Plan.</li> </ul>
EU Biodiversity Action Plan (2006) and 2010 Assessment	<p>The EU Biodiversity Action Plan addresses the challenge of integrating biodiversity concerns into other policy sectors in a unified way. It specifies a comprehensive plan of priority actions and outlines the responsibility of community institutions and Member States in relation to each. It also contains indicators to monitor progress and a timetable for evaluations. The European Commission has undertaken to provide annual reporting on progress in delivery of the Biodiversity Action Plan. A baseline report was prepared in 2010 to take stock of the 2006 Biodiversity Action Plan and assess the impact it has had on Europe's biodiversity. The report produced by the European Environment Agency, provides the latest facts and figures on the state and trends of different biodiversity and ecosystems components in the EU.</p>
European Landscape Convention (ratified by the UK Government in	<p>The European Landscape Convention (ELC) is the first international convention to focus specifically on landscape, and is dedicated exclusively to the protection, management and planning of all</p>

Plan, Strategy or Programme	Summary of objectives and targets
2006)	<p>landscapes in Europe.</p> <p>The ELC was signed by the UK government on 24 February 2006, ratified on the 21 November 2006, and became binding on 1 March 2007.</p> <p>The convention highlights the need to recognise landscape in law, to develop landscape policies dedicated to the protection, management and creation of landscapes, and to establish procedures for the participation of the general public and other stakeholders in the creation and implementation of landscape policies. It also encourages the integration of landscape into all relevant areas of policy, including cultural, economic and social policies</p>
EU Sustainable Development Strategy 2002 (revised 2006) (reviewed 2009)	<p>The overall aim of the EU Sustainable Development Strategy is to identify and develop action to enable the EU to achieve a continuous long-term improvement of quality of life through the creation of sustainable communities able to manage and use resources efficiently, able to tap the ecological and social innovation potential of the economy and in the end able to ensure prosperity, environmental protection and social cohesion</p>
<b>EU Directives</b>	
Air Quality Directive 2008/50/EC	<ul style="list-style-type: none"> <li>• This Directive is on ambient air quality and cleaner air for Europe and includes the following key elements:</li> <li>• The merging of most of existing legislation into a single directive (except for the fourth daughter directive) with no change to existing air quality objectives*</li> <li>• New air quality objectives for PM2.5 (fine particles) including the limit value and exposure related objectives – exposure concentration obligation and exposure reduction target</li> <li>• The possibility to discount natural sources of pollution when assessing compliance against limit values</li> <li>• The possibility for time extensions of three years (PM10) or up to five years (NO2, benzene) for complying with limit values, based on conditions and the assessment by the European Commission.</li> </ul> <p><i>* 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.</i></p>
Assessment and Management of Environmental Noise (END Directive 2002/49/EC)	<p>The Environmental Noise Directive or END concerns noise from road, rail and air traffic and from industry. It focuses on the impact of such noise on individuals, complementing existing EU legislation which sets standards for noise emissions from specific sources. The Directive requires:</p> <ul style="list-style-type: none"> <li>• the determination of exposure to environmental noise, through noise mapping</li> <li>• provision of information on environmental noise and its effects on the public</li> <li>• adoption of action plans, based upon noise mapping results, which should be designed to manage noise issues and effects, including noise reduction if necessary</li> </ul>

Plan, Strategy or Programme	Summary of objectives and targets
	<ul style="list-style-type: none"> <li>• preservation by the member states of environmental noise quality where it is good.</li> </ul> <p>The Directive requires mapping and action planning in relation to noise from major roads, major railways, major airports and in agglomerations (large urban areas).</p>
Conservation on Natural Habitats and of Wild Fauna and Flora (Directive 92/43/EEC)	The main aim of this Directive is to promote the maintenance of biodiversity, taking account of economic, social, cultural and regional requirements. While the Directive makes a contribution to the general objective of sustainable development; it ensures the conservation of a wide range of rare, threatened or endemic species, including around 450 animals and 500 plants. Some 200 rare and characteristic habitat types are also targeted for conservation in their own right
Conservation of Wild Birds Directive 2009/147/EC	This Directive ensures far-reaching protection for all of Europe's wild birds, identifying 194 species and sub-species among them as particularly threatened and in need of special conservation measures.
Energy Performance of Buildings (EU Directive 2002/91/EC)	<p>The objective of this Directive is to promote the improvement of the energy performance of buildings within the Community, taking into account outdoor climatic and local conditions, as well as indoor climate requirements and cost effectiveness considering;</p> <p>This Directive lays down requirements as regards :</p> <ul style="list-style-type: none"> <li>(a) the general framework for the energy performance of buildings;</li> <li>(b) the application of minimum requirements on the energy performance of new buildings;</li> <li>(c) the application of minimum requirements on the energy performance of large existing buildings that are subject to major renovation;</li> <li>(d) energy certification of buildings; and</li> <li>(e) regular inspection of boilers and of air-conditioning systems in buildings and in addition an assessment of the heating installations in which boilers are more than 15 years old.</li> </ul>
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 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

Plan, Strategy or Programme	Summary of objectives and targets
	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)	<p>This Directive establishes specific measures as provided for in Article 17(1) and (2) of Directive 2000/60/EC in order to prevent and control groundwater pollution. These measures include in particular:</p> <ul style="list-style-type: none"> <li>(a) criteria for the assessment of good groundwater chemical status; and</li> <li>(b) criteria for the identification and reversal of significant and sustained upward trends and for the definition of starting points for trend reversals.</li> </ul> <p>This Directive also complements the provisions preventing or limiting inputs of pollutants into groundwater already contained in Directive 2000/60/EC, and aims to prevent the deterioration of the status of all bodies of groundwater.</p>
Landfill Directive 1999/31/EC	<p>The objective of the Directive is to prevent or reduce as far as possible negative effects on the environment from the landfilling of waste, by introducing stringent technical requirements for waste and landfills.</p> <p>The Directive is intended to prevent or reduce the adverse effects of the landfill of waste on the environment, in particular on surface water, groundwater, soil, air and human health.</p>
Promotion of the use of Biofuels or other Renewable Fuels for Transport (EU Directive 2003/30/EC)	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)	<p>Requires the formal Strategic Environmental Assessment (SEA) of certain plans and programmes that are likely to have significant effects on the environment. An SEA is mandatory for plans/programmes which are:</p> <ul style="list-style-type: none"> <li>• are prepared for agriculture, forestry, fisheries, energy, industry, transport, waste/ water management, telecommunications, tourism, town &amp; country planning or land use <u>and</u> which set the framework for future development consent of projects listed in the EIA Directive, or</li> <li>• have been determined to require an assessment under the Habitats Directive.</li> </ul>
Urban Waste Water Directive	The Council Directive 91/271/EEC concerning urban waste-water treatment was adopted on 21 May

Plan, Strategy or Programme	Summary of objectives and targets
(91/271/EEC)	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 (EU Directive 2000/60/EC)	The purpose of this Directive is to establish a framework for the protection of inland surface waters, transitional waters, coastal waters and groundwater. All inland and coastal waters to reach good ecological status by 2015. Indicates the importance of applying and developing SUDS policy.
Industrial Emissions Directive (Directive 2010/75/EU)	This directive commits European Union member states to control and reduce the impact of industrial emissions on the environment.

## National

Plan, Strategy or Programme	Summary of objectives and targets
<b>Legislation</b>	
Air Quality Standards Regulations (2010)	These regulations transpose into English law the requirements of Directives 2008/50/EC and 2004/107/EC on ambient air quality
Building Regulations: England and Wales (Part L1A – Conservation of Fuel and Power, 2010 and 2013) and (Part G Sanitation, hot water safety and water efficiency, 2015) and Part H Drainage and waste disposal, 2015)	<p>Part L – Conservation of fuel and power The legal framework and Approved Documents for Part L (Conservation of fuel and power) were last revised by amendments that came into effect in 2013 and 2014. DCLG has published: The 2013 edition of Approved Document L1A, Conservation of fuel and power in new dwellings, is the current edition for use in England. It came into effect on 6 April 2014 and replaces the 2010 edition (incorporating further 2010 amendments).</p> <p>Part G (Sanitation, hot water safety and water efficiency)The 2015 edition contains changes to the water efficiency requirements. In particular, it introduces an optional requirement of 110 litres/person/day where required by planning permission, and an alternative fittings-based approach to demonstrating compliance. It also includes the water-efficiency calculation methodology for new dwellings, approved by the Secretary of State. This edition incorporates previous amendments. It replaces the 2010 edition of Approved Document G, as amended. The changes reflect amendments to regulations 36 and 37 of the Building Regulations 2010 and regulation 20 of the Building (Approved Inspectors) Regulations 2010. There has been no amendment to the requirements in Part G of Schedule 1 to the Building Regulations 2010.</p> <p>Part H ( Drainage and waste disposal) The 2015 edition of Approved Document H (Drainage and Waste Disposal) contains changes to guidance on waste disposal. It also incorporates previous amendments. The 2015 edition takes effect on 1 October 2015 for use in England*. The 2002 edition, as amended, will continue to apply to work started before 1 October 2015 or work subject to a building notice, full plans application or initial notice submitted before that date.</p>
Climate Change Act (2008)	<p>The Climate Change Act creates a new approach to managing and responding to climate change in the UK, by:</p> <ul style="list-style-type: none"> <li>• setting ambitious, legally binding targets</li> </ul>

Plan, Strategy or Programme	Summary of objectives and targets
	<ul style="list-style-type: none"> <li>• raking powers to help meet those targets</li> <li>• strengthening the institutional framework</li> <li>• enhancing the UK's ability to adapt to the impact of climate change</li> <li>• establishing clear and regular accountability to the UK Parliament and to the devolved legislatures</li> </ul>
Community Infrastructure Levy Regulations (2010) (as amended)	<p>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.</p>
Civil Contingencies Act 2004 (CCA)	<p>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 those involved in emergency preparation and response at the local level. They are required to:</p> <ul style="list-style-type: none"> <li>• assess the risk of emergencies occurring and use this to inform contingency planning; put in place emergency plans;</li> <li>• put in place Business Continuity Management arrangements;</li> </ul>
The CROW Act 2000	<p>An Act to make new provision for public access to the countryside; to amend the law relating to public rights of way; to enable traffic regulation orders to be made for the purpose of conserving an area's natural beauty; to make provision with respect to the driving of mechanically propelled vehicles elsewhere than on roads; to amend the law relating to nature conservation and the protection of wildlife; to make further provision with respect to areas of outstanding natural beauty; and for connected purposes.</p>
Energy Act 2011	<p>The Energy Act provides for some of the key elements of the Coalition's Programme for Government and its first Annual Energy Statement. It is a first step in our legislative programme, and further legislation has been sought to implement, for example, the findings of the Electricity Market Reform Programme.</p>

Plan, Strategy or Programme	Summary of objectives and targets
	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	<p>This act received Royal Assent in July 2000 and is made up of three parts:</p> <ul style="list-style-type: none"> <li>• Part I introduces a new power for local authorities to promote the economic, social or environmental wellbeing of an area.</li> <li>• Part II requires that all local authorities move away from the traditional committee style of decision making in which all members had a formal decision-making role, to one of four executive models. These are; leader or cabinet, mayor or cabinet, mayor or council manager, or alternative arrangements.</li> <li>• Part III introduces a new ethical framework for councils, including a requirement to adopt a code of conduct for members and implement a standards committee. The general functions of the standards committee are to promote and maintain high standards of conduct within the local authority, and to assist members of the authority to observe the code of conduct.</li> </ul>
Localism Act (2011)	<ul style="list-style-type: none"> <li>• 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</li> </ul>

Plan, Strategy or Programme	Summary of objectives and targets
	<p>European Union on the United Kingdom from local and public authorities; to make provision about local government finance; to make provision about town and country planning, the Community Infrastructure Levy and the authorisation of nationally significant infrastructure projects; to make provision about social and other housing; to make provision about regeneration in London; and for connected purposes.</p>
Equality Act (2010)	<p>This act replaced previous anti-discrimination laws with a single act to make the law simpler and to remove inconsistencies. This makes the law easier for people to understand and comply with. The act also strengthened protection in some situations.</p> <p>The act covers nine protected characteristics, which cannot be used as a reason to treat people unfairly. Every person has one or more of the protected characteristics, so the act protects everyone against unfair treatment. The protected characteristics are:</p> <ul style="list-style-type: none"> <li>• Age</li> <li>• Disability</li> <li>• gender reassignment</li> <li>• marriage and civil partnership</li> <li>• pregnancy and maternity</li> <li>• race</li> <li>• religion or belief</li> <li>• sex</li> <li>• sexual orientation</li> </ul>
Flood and Water Management Act (2010)	<p>This Act provides a more comprehensive management of flood risk for people, homes and businesses, protects water supplies to the consumer and helps safeguard community groups from unaffordable rises in surface water drainage charges. The Act introduces into law the concept of flood risk management rather than 'flood defence' and provides the framework for delivery of flood and coastal erosion risk management through national and local risk strategies. The Act establishes a SuDS approving body (SAB). The SAB will have responsibility for the approval of proposed drainage systems in new developments and redevelopments (in accordance with National Standards for Sustainable Drainage). The Act requires Lead Local Flood Authorities (LLFA's) to maintain a register and record important flood risk management strategies and to investigate flooding to determine which authority has responsibility.</p>

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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 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.

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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) Regulations (2014)	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 payable in the event that the

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	new permitted development rights are withdrawn.
The Town and Country Planning (Local Planning) (England) Regulations 2012	These regulations amend the Town and Country Planning (Local Development) (England) Regulations 2009, in response to the enactment of the Localism Act 2011
The Town and Country Planning (Major Infrastructure Project Inquiries Procedure) (England) Rules 2005	These rules outline the procedures to be followed for local inquiries into 1) applications for planning permission or 2) the approval of local planning authorities for major developments deemed to have national or regional importance.
The Town and Country Planning (Modification and Discharge of Planning Obligations) Regulations 1992	This Regulation gives further detail to the procedure for appeals against enforced planning obligations.
The Town and Country Planning (Tree Preservation) (England) Regulations 2012	Local planning authorities protect trees in the interests of amenity by making Tree Preservation Orders (TPOs). Provisions are spread across primary and various secondary legislation and different rules apply depending on when the TPO is made.
The Town and Country Planning (Use Classes) (Amendment) (England) Order 2010	This amendment introduces a definition of houses in multiple occupation into the Use Classes Order.
The Town and Country Planning (Use Classes) Order 1987	This Order revokes and replaces the Town and Country Planning Order 1972 as amended by the Town and Country Planning Order 1983.
The Wildlife and Countryside act 1981, as amended	Consolidates and amends existing national legislation to implement the Convention on the Conservation of European Wildlife and Natural Habitats (Bern Convention) and Council Directive 79/409/EEC on the conservation of wild birds (Birds Directive) in Great Britain (NB Council Directive 79/409/EEC has now been replaced by Directive 2009/147/EC of the European Parliament and of the Council of 30 November 2009 on the conservation of wild birds (codified version)).
<b>Planning Framework</b>	
National Planning Policy Framework (NPPF) (2012)	The Government has produced a simple national planning policy framework setting out their priorities for the planning system in England in a single, concise document covering all major forms of development proposals handled by local authorities. All the national planning policies set out in PPSs, MPSs, PPGs and MPGAs, 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

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	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 <a href="#">Written Ministerial Statement</a> which includes a <a href="#">list of the previous planning practice guidance documents cancelled</a> when this site was launched. For the first time, planning practice guidance is now available entirely online in a usable and accessible way
<b>Government Strategies</b>	
Air Quality Strategy (2007)	The Strategy: sets out a way forward for work and planning on air quality issues; sets out the air quality standards and objectives to be achieved; introduces a new policy framework for tackling fine particles; identifies potential new national policy measures which modeling indicates could give further health benefits and move closer towards meeting the Strategy's objectives.
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 <a href="#">UK Biodiversity Action Plan (UK BAP)</a> . They included over 300 species of which 11 were butterflies and 53 were moths.
Biodiversity and Geological Conservation: Statutory obligations and their impact within the planning system.- Government circular 06/05	This circular provides administrative guidance on the application of the law relating to planning and nature conservation as it applies in England. It complements the national planning policy in the National Planning Policy Framework and the Planning Practice Guidance.
Conserving Biodiversity – the UK approach (DEFRA 2007)	This statement has been prepared by the UK Biodiversity Standing Committee <sup>1</sup> on behalf of the UK Biodiversity Partnership. Its purpose is to set out the vision and approach to conserving biodiversity within the UK's devolved framework for anyone with a policy interest in biodiversity conservation. It sets out an approach to biodiversity conservation that is designed not only to meet the commitment to halt the loss of biodiversity by 2010, but to guide action well into the second decade of the 21st century at a time when the challenges faced by the natural environment are great.
Department of Health Public	This policy statement sets out the progress the government has made in developing the new public

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Health Strategy – healthy lives, healthy people (July 2011)	<p>health system. In doing so the paper sets out how the government expect the reformed public health system to work including:</p> <ul style="list-style-type: none"> <li>• clarifying the role of local authorities and the Director of Public Health in health improvement, health protection and population healthcare;</li> <li>• proposals for who is responsible for commissioning the different public health services;</li> <li>• the mandatory services local authorities will be required to provide;</li> <li>• the grant conditions we expect to place on the local authority public health grant;</li> <li>• establishing Public Health England as an Executive Agency to provide greater operational independence within a structure that is clearly accountable to the Secretary of State for Health;</li> <li>• clear principles for emergency preparedness, resilience and response.</li> </ul>
The Sustainable Development Strategy for the NHS, Public Health and Social Care System	<p>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.</p>
Departments of Health and Transport- Active Travel Strategy 2010	<p>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</p>
Healthy Weight Healthy Lives: A Cross Government Strategy for England (2008)	<p>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.</p>
Biodiversity 2020: A strategy for England’s wildlife and ecosystem services and its outcomes and actions	<ul style="list-style-type: none"> <li>• This new, ambitious biodiversity strategy for England builds on the Natural Environment White Paper and provides a comprehensive 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</li> </ul>
Noise Policy Statement for	<p>This statement sets out the long term vision of Government noise policy, which is to promote good</p>

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England (DEFRA 2010)	health and a good quality of life through the management of noise within the context of Government policy on sustainable development. The policy seeks to make explicit the implicit underlying principles and aims regarding noise management and control that are to be found in existing policy documents, legislation and guidance.
Plan for Growth – (March 2011)	<p>The Government's economic policy objective is to achieve strong, sustainable and balanced growth that is more evenly shared across the country and between industries. The Plan for Growth contains four overarching ambitions that will ensure the progress is made towards achieving this economic objective. The ambitions are:</p> <ol style="list-style-type: none"> <li>1. to create the most competitive tax system in the G20;</li> <li>2. to make the UK one of the best places in Europe to start, finance and grow a business;</li> <li>3. to encourage investment and exports as a route to a more balanced economy; and</li> <li>4. to create a more educated workforce that is the most flexible in Europe.</li> </ol>
Mainstreaming sustainable development (2011)	This document sets out the Coalition Government's vision for sustainable development and a package of measures to deliver it through the Green Economy, action to tackle climate change, protecting and enhancing the natural environment, and fairness and improving wellbeing, and building a Big Society
Strategic Review of Health Inequalities in England Post 2010 (The Marmot Review)	<p>In November 2008, Professor Sir Michael Marmot was asked by the Secretary of State for Health to chair an independent review to propose the most effective evidence-based strategies for reducing health inequalities in England from 2010. The strategy will include policies and interventions that address the social determinants of health inequalities.</p> <p>The Review had four tasks</p> <ol style="list-style-type: none"> <li>1 Identify, for the health inequalities challenge facing England, the evidence most relevant to underpinning future policy and action</li> <li>2 Show how this evidence could be translated into practice</li> <li>3 Advise on possible objectives and measures, building on the experience of the current PSA target on infant mortality and life expectancy</li> <li>4 Publish a report of the Review's work that will contribute to the development of a post- 2010 health inequalities strategy</li> </ol>
Construction 2025 (2013)	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

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	by: <ul style="list-style-type: none"> <li>• Providing clarity to business on the Government's position by bringing together diverse regulations and initiatives relating to sustainability;</li> <li>• Setting and committing to higher standards to help achieve sustainability in specific areas;</li> <li>• Making specific commitments by industry and Government to take the sustainable construction agenda forward</li> </ul>
Adapting to climate change: national adaptation programme (2013)	The National Adaptation Programme sets out what government, businesses and society are doing to become more climate ready. It contains a register of actions which includes all the actions agreed in the programme so far. It also aligns risks identified in the Climate Change Risk Assessment to actions being undertaken or to be undertaken and the timescales according to each theme.
The Carbon Plan: Delivering our low carbon future (2011)	This plan sets out how the UK will achieve decarbonisation within the framework of our energy policy: to make the transition to a low carbon economy while maintaining energy security, and minimising costs to consumers, particularly those in poorer households.
UK Renewable Energy Strategy (2009)	The Renewable Energy Strategy sets a path towards increasing UK generation of renewable projects. It sets out the actions the Government are taking to ensure the targets of producing 15% of UK energy needs from renewable energy sources by 2020 are met. To achieve this the strategy calls for: <ul style="list-style-type: none"> <li>• 30% of electricity supply to come from renewable sources, including 2% from micro-generation</li> <li>• 12% of heat supply to come from renewable sources</li> <li>• 10% of transport supply from renewable sources</li> </ul>
UK Sustainable Procurement Action Plan (2007)	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

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	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)	<p>Objectives are to:</p> <ul style="list-style-type: none"> <li>• ensure a clear understanding of the risks of flooding and coastal erosion</li> <li>• set out clear and consistent plans for risk management</li> <li>• manage flood and coastal erosion risks in an appropriate way</li> <li>• ensure that emergency plans and responses to flood incidents are effective</li> <li>• help communities to recover more quickly and effectively after incidents.</li> </ul>
National Flood Emergency Framework	<p>In planning and preparing for a flooding emergency, the Government's strategic objectives are to:</p> <ul style="list-style-type: none"> <li>• protect human life and alleviate suffering; and, as far as possible, property and the environment;</li> <li>• support the continuity of everyday activity and the restoration of disrupted services at the earliest opportunity; and</li> <li>• uphold the rule of law and the democratic process.</li> </ul>
Prevention is better than cure: the role of waste prevention in moving to a more resource efficient economy. (2013)	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.
Guidance and Other Reference Documents	
A Practical Guide to the Strategic Environmental Assessment	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".

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Directive (2005)	
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).

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Environment Agency Policy paper: Preliminary flood risk assessments and flood risk areas (2011) and Map of Flood Risk areas in England	<ul style="list-style-type: none"> <li>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.</li> </ul>
Environment Agency Greenroof Toolkit	<p>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:</p> <ul style="list-style-type: none"> <li>create a better and more sustainable London</li> <li>deliver better quality places to live and work</li> <li>create a low-carbon city</li> <li>adapt to and mitigate the effects of climate change</li> </ul>
Environment Agency: Groundwater Protection: Principles and Practice (GP3)	<p>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.</p>
Environment Agency: Guiding Principles for Land Contamination (2010)	<p>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.</p>
Water for Life (2011) Government White paper	<p>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.</p>
Forestry Commission – The case for trees (2010)	<p>This document aims to inspire people involved in planning policy and practice to become champions and advocates for trees.</p>
Neighbourhood Planning (2013)	<p>Information on what neighbourhood planning is, why it matters, how it works, and sources of advice and support available for communities.</p>
English Indices of Deprivation 2010	<p>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.</p>

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Living Streets – UK Charity for everyday walking. Making the Case for Investment in the Walking Environment A review of the evidence (2011)	<p>This allows each area to be ranked relative to one another according to their level of deprivation.</p> <p>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.</p>
How to get more children walking to school A best practice guide by Living Streets	<p>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.</p>
Model Procedures for the Management of Contaminated Land- Environment Agency.	<p>The Model Procedures for the Management of Land Contamination, CLR 11, have been developed to provide the technical framework for applying a risk management process when dealing with land affected by contamination.</p> <p>The process involves identifying, making decisions on, and taking appropriate action to deal with land contamination in a way that is consistent with government policies and legislation within the UK.</p>
Natural England: A Natural Development (2009)	<p>The Natural Development Project launched on 3 November 2009 to demonstrate how both large and small scale development can incorporate green infrastructure in practice. Natural England and key players in the development sector formed a partnership to understand how to value, design and create quality green infrastructure. The partnership aims to demonstrate how – at different scales and locations – the contribution of the natural environment in regeneration can move from that of traditional landscaping to one of providing vital spaces for people, wildlife, health, wellbeing, and climate change adaptation. The Natural Development project will provide a focus for our engagement with real sites and enable us to practically demonstrate positive planning with developers. It will work to highlight opportunities and overcome barriers to success and enable sharing of best practice to support the mainstreaming of green infrastructure in development and regeneration.</p> <p>Over the coming months and years the project will collect and share:  <a href="#">Case Studies</a>, focusing on a range of sites – initially in the Thames Gateway, and widening out as the</p>

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	<p>project progresses.</p> <p>Commentary on problems, opportunities, and issues for large and small scale developments.</p> <p>Technical information relating to our work with developers across the country.</p>
<p>Biodiversity Planning Toolkit (2011)</p>	<p>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.</p>
<p>English Heritage Conservation Principles: for the sustainable management of the historic environment (2008)</p>	<p>This document contains policies and guidance for the sustainable management of the historic environment.</p>
<p>English Heritage, Guidance on Environmental Assessment, Sustainability Appraisal and the Historic Environment (2010)</p>	<p>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.</p>
<p>Conservation Bulletin 47: Characterisation, English Heritage (2005)</p>	<p>A bulletin that explores the subject of characterisation and sets out some examples of studies of local character.</p>
<p>Understanding Place: Historic Area Assessments in a Planning and Development Context, English Heritage (2010)</p>	<p>Sets out guidance for undertaking Historic Area Assessments to inform plan making and development management.</p>
<p>Understanding Place Historic Area Assessments: Principles and Practice, English Heritage (2010)</p>	<p>Sets out guidance for how to undertake assessments for historic areas in order to produce a Historic Area Assessment.</p>
<p>Valuing Places: Good Practice in Conservation Areas, English Heritage (2011)</p>	<p>Sets out a series of exemplary case studies for managing change in the historic environment.</p>
<p>Seeing The History In The View: A Method For Assessing Heritage</p>	<p>Sets out a method for understanding and assessing heritage significance of views.</p>

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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

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	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 Draft, English Heritage (2011)	Sets out best practice guidance for identifying buildings and structures suitable for local listing and for managing the list.
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:

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	<ul style="list-style-type: none"> <li>• How to reduce the nation's consumption of salt, saturated fats and trans fats</li> <li>• How to ensure food marketing and promotions aimed at children and young people do not encourage them to consume high levels of salt, saturated fats and trans fats</li> <li>• Commercial interests</li> <li>• Food product labelling</li> <li>• The European Union's common agricultural policy</li> <li>• Public sector catering guidelines</li> <li>• Advice on take-aways and other food outlets.</li> </ul>
<p>National Institute for Health and Clinical Excellence (NICE): Preventing unintentional injuries among children and young people aged under 15: road design and modification</p>	<p>This is one of three pieces of NICE guidance published in November 2010 on how to prevent unintentional injuries among under-15s. A second publication covers <a href="#">unintentional injuries in the home</a> and a third covers <a href="#">strategies, regulation, enforcement, surveillance and workforce development</a>. The guidance covers 20 mph limits, 20mph zones and engineering measures to reduce speed or make routes safer. The recommendations include advice on:</p> <ul style="list-style-type: none"> <li>• How health professionals and local highways authorities can coordinate work to make the road environment safer.</li> <li>• Introducing engineering measures to reduce vehicle speeds, in line with Department for Transport guidance.</li> <li>• Making routes commonly used by children and young people safer. This includes routes to schools and parks.</li> </ul>
<p>National Institute for Health and Clinical Excellence (NICE): Promoting physical activity: active play and sport for pre-school and school-age children and young people in family, pre-school, school and community settings</p>	<p>This guidance is for all those who are involved in promoting physical activity among children and young people, including parents and carers. The NICE recommendations give advice on:</p> <ul style="list-style-type: none"> <li>• how to promote the benefits of physical activity and encourage participation</li> <li>• high level strategic planning</li> <li>• the importance of consultation with children and young people and how to set about it</li> <li>• planning and providing spaces, facilities and opportunities</li> <li>• training people to run programmes and activities</li> <li>• how to promote physically active travel such as cycling and walking.</li> </ul>
<p>National Institute for Health and Clinical Excellence (NICE): Promotion and creation of</p>	<p>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 authorities, transport</p>

Plan, Strategy or Programme	Summary of objectives and targets
physical environments that support increased levels of physical activity	<p>planners, those working in local authorities and the education, community, voluntary and private sectors. The seven recommendations cover strategy, policy and plans, transport, public open spaces, buildings and schools. They include:</p> <ul style="list-style-type: none"> <li>• Ensure planning applications for new developments always prioritise the need for people (including those whose mobility is impaired) to be physically active as a routine part of their daily life.</li> <li>• Ensure pedestrians, cyclists and users of other modes of transport that involve physical activity are given the highest priority when developing or maintaining streets and roads.</li> <li>• Plan and provide a comprehensive network of routes for walking, cycling and using other modes of transport involving physical activity.</li> </ul>
Planning sustainable cities for community food growing (2014)	This guide brings together in one place examples of planning policies around the UK that support community food growing. It is aimed primarily at planning authorities to help them to use food growing as a way of creating healthy communities.
No health without mental health: implementation framework (2012)	The Framework sets out what a range of local organisations can do to implement No Health Without Mental Health, and improve mental health outcomes in their area. It also outlines what work is underway nationally to support this, and how progress will be measured.
Local action on health inequalities: evidence papers (2014)	This research shows the evidence supporting action to reduce health inequalities.
Obesity: working with local communities; NICE guidelines [PH42] (2012)	This guidance aims to support effective, sustainable and community-wide action to prevent obesity. It sets out how local communities, with support from local organisations and networks, can achieve this.
Physical activity: walking and cycling NICE guidelines [PH41] (2012)	This guideline sets out how people can be encouraged to increase the amount they walk or cycle for travel or recreation purposes. This will help meet public health and other goals (for instance, to reduce traffic congestion, air pollution and greenhouse gas emissions).

## Regional

Plan, Strategy or Programme	Summary of objectives and targets
<b>Air Quality</b>	
Air Quality Strategy (2010)	This strategy sets out a framework for delivering improvements to London's air quality and includes measures aimed at reducing emissions from transport, homes, offices and new developments, as well as raising awareness of air quality issues. Over the last few years, a number of innovative measures have been introduced to help improve air quality in London. Nevertheless, air pollution remains a problem in the capital, as is clear from the fact that European Union targets for air quality standards that were intended to be met in 2004 and 2005 have still not been achieved.
The control of dust and emissions from construction and demolition - Best Practice Guidance (2014)	The GLA and London Councils have produced 'Best Practice Guidance' to control dust and emissions from construction and demolition. The Guidance will be used to inform the planning process within London boroughs; assisting developers in understanding the methods available to them and what London boroughs might expect. The Guidance will be reviewed regularly, in order to update new best practice in dust and emissions management.
<b>Equality</b>	
Focus on London: The Hidden City (2013)	
A Digital Inclusion Strategy for London (2015)	This strategy outlines why digital exclusion is an issue for London and how the Mayor can work with partners to address the barriers people face to getting online. It provides data on the numbers and groups of people that are digitally excluded. It then explains the cost of digital exclusion to the individual, society and the economy. The Mayor is keen to use his office to work with partners to ensure as many Londoners who want to get online, have the opportunity to do so.
Equal Life Chances for All (2015)	The Equal Life Chances for All framework 2014 highlights the Mayor's commitment to tackling inequality; improving life chances, and removing barriers that prevent people from reaching their full potential. The GLA will ensure that equality is mainstreamed into everything the organisation does, including how it obtains goods and services.
Mayors Annual Equality Report 2013/2014	The Mayor's Annual Equality Report 2013/2014 highlights the progress made during the financial year April 2013 to March 2014 towards achieving the GLA's revised equality objectives. It also gives the latest figures and trends for the indicators of progress.
Equal Life Chances for All – Measures Report (2011)	The Equal Life Chances for all Measures report sets out the most recent trends on measures of the delivery of policies and programmes directly under the control of the Mayor and his partners as well as statistical measures outside the Mayor's direct influence.

Plan, Strategy or Programme	Summary of objectives and targets
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 Environment SPG (2014)	This SPG provides guidance on the implementation of <b>London Plan Policy 7.2 An inclusive environment</b> and of other policies in the Plan with specific reference to inclusive design. It also provides guidance on Lifetime Neighbourhoods to support London Plan <b>Policy 7.1 Building London's neighbourhoods and communities</b> . One of the Mayor's aims for London is that everyone, whether resident, visitor or worker, is able to participate and enjoy all that the city has to offer. To help achieve this aim the London Plan 2011 includes a number of policies which promote an inclusive environment to help ensure that all of London's diverse communities can contribute to London's growing economy and enjoy a high quality of life.
Violence Against Women and Girls Strategy 2013-2017	This strategy covers the following forms of violence against women and girls: <ul style="list-style-type: none"> <li>• Domestic violence and abuse</li> <li>• Female Genital Mutilation (FGM)</li> <li>• Forced marriage</li> <li>• 'Honour' -based violence</li> <li>• Prostitution and trafficking</li> <li>• Sexual violence including rape</li> <li>• Sexual exploitation</li> <li>• Sexual harassment</li> <li>• Stalking</li> <li>• Faith-based abuse.</li> </ul> This strategy is focused on the needs of women and girls and is a deliberate response to the disproportionate impact of VAWG crimes on women and girls.
Police and Crime Plan 2013	The Police and Crime Plan 2013-2016 outlines the Mayor's mission, priorities and objectives for tackling crime and making London safer.
2013 Round Ethnic Group	The White population of Greater London is projected to be fairly stable at about 4.9 million over the

Plan, Strategy or Programme	Summary of objectives and targets
Population Projections	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)	<p>This SPG:</p> <ul style="list-style-type: none"> <li>• provides guidance to boroughs, partners and developers on the implementation of policies in the London Plan which relate to equalities issues and addressing the needs of London's diverse communities;</li> <li>• sets out some of the tools for promoting equality and diversity in planning processes;</li> <li>• highlights the spatial impacts of wider socio-economic issues such as poverty and discrimination in the planning context;</li> <li>• sets out overarching principles and the key spatial issues for planning for equality; and examines in greater detail the spatial needs of London's diverse communities and identifies how spatial planning can be used to try and address these</li> </ul>

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Responding to the needs of faith communities: Report and evidence (2008)	CAG Consultants with Diverse Ethics and Land Use Consultants were commissioned by the GLA in late 2007 to explore the needs of faith communities in relation to places of worship in London. This document reports on our findings and conclusions from the research and engagement process with faith communities and planning authorities in relation to places of worship in London.
<b>Culture</b>	
Cultural Metropolis 2014 - The Mayor's culture strategy for London	The Mayor's Cultural Strategy sets out the vision, priorities and recommendations for how to strengthen the cultural life of Londoners across the capital. It recognises the significance of the cultural and creative sectors in making London a successful world city, and puts forward a case for its continued support and investment. It includes an update on the policy achievements and next steps in: Maintaining London's position as a world city of culture, Widening the reach, Education and skills, Infrastructure, environment and the public realm. It provides a recap of the cultural triumphs and cultural legacy from the Games.
Culture on the high street guide 2013	The <i>Culture on the High Street</i> guide will help local authorities, town centre managers and business improvement districts to improve the quality and ambition of culture on our high street.
Working Paper 48: Culture and regeneration - What evidence is there of a link and how could it be measured? (2011)	Despite much research, there have been few comprehensive evaluations of culture-led regeneration schemes and so a good evidence base does not exist. A review of the limited evidence shows mixed results and much uncertainty of the impact of culture-led regeneration. Current evaluation measures are not appropriate for understanding the long-term and dynamic changes that regeneration schemes may cause and instead these schemes should be monitored, focussing on both people and places.
<b>Design and place shaping</b>	
Shaping Neighbourhoods: Character and Context SPG (2014)	<ul style="list-style-type: none"> <li>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.</li> </ul>
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	The London View Management Framework is a key component of the Mayor's strategy to preserve

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Framework Supplementary Planning Guidance, Mayor of London (2012)	London's character and built heritage. It outlines the policy framework for managing the impact of development on key panoramas, river prospects and townscape views.
<b>Economy</b>	
London's Economy Today 2015	Regular update on the state of London's economy.
London's Digital Economy (2012)	This report draws together a variety of data sources to highlight London's position in the digital arena. The report looks at uptake and use of digital technologies by businesses and households.
Retail in London: Looking forward (2015)	<p>Through reading the main report you will:</p> <ul style="list-style-type: none"> <li>• Find out how developments such as changing consumer behaviour and technological advances have altered the playing field for London's retailers</li> <li>• See how retailers have adapted by implementing measures such as 'Click-and-Collect' or 'Dark Stores'</li> <li>• Gain an understanding of what these adaptations may mean for the role retail plays in London, ranging from the employment it provides to the land it uses</li> </ul>
Jobs and Growth Plan (London Enterprise Panel) 2014	<p>It will help to deliver jobs and growth for London through:</p> <ul style="list-style-type: none"> <li>• Skills and employment: to ensure Londoners have the skills to compete for and sustain London's jobs;</li> <li>• Micro, small and medium sized enterprises: to support and grow London's businesses;</li> <li>• Digital creative, science and technology: for the capital to be recognised globally as world leading hub; for science, technology and innovation - creating new jobs and growth; and</li> <li>• Infrastructure: to keep London moving and functioning.</li> </ul>
London Labour Market Projections (2013)	<p>This report outlines GLA Economics' latest employment projections and shows that jobs in London are projected to grow by more than 850,000 by 2036. The report also provides future projections for both the occupations and qualifications of those employed in London.</p> <p>The report looks at the level of turnover in the labour market with the analysis suggesting that just over half a million people left their occupation in London in 2012. The report also considers the projected increase in London's population and considers the extent to which the demand for, and supply of, labour is likely to be in balance in the longer term.</p>
Alcohol Consumption in the nighttime economy (2012)	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

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	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)	<p>Roger Tym and partners were commissioned by the GLA to produce historic and projected employment data by sector and borough. The objectives are:</p> <ul style="list-style-type: none"> <li>• To provide a sectoral breakdown of both historic employment data and the latest GLA Economics employment projections for London to 2031 using at least the established 'RTP definitions' of Offices, Industry and Other and;</li> <li>• To provide the sectoral breakdown above for all London Boroughs plus sub-totals showing the Central Activities Zone (CAZ), Isle of Dogs (IOD), rest of Inner London, Outer London and the sum Total for London.</li> </ul>
London Office Policy Review (2014) Update	<ul style="list-style-type: none"> <li>• 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:</li> <li>• A review of office-based employment projections and office floor space need estimates to inform future alterations to the London Plan</li> </ul>

Plan, Strategy or Programme	Summary of objectives and targets
	<ul style="list-style-type: none"> <li>• An assessment of the impact of recent economic events on different parts of the London office market, and those which might be anticipated in the future</li> <li>• A review of London Plan town centre office development guidelines and associated policy proposals</li> <li>• An investigation of the 'mega-schemes' identified in LOPR 2009, their implications for office development within the Central Activities Zones, on its fringes, or beyond</li> <li>• Consideration of the potential for conversion of surplus office space to other uses, especially residential, in different parts of London</li> <li>• An overview of hybrid office/industrial buildings, their locational attributes and implications for office, industrial, transport and other polices.</li> </ul>
London Business Survey (2014)	<p>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.</p>
Land for Industry and Transport SPG (2012)	<p>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</p>
London Industrial Land Demand and Release Benchmarks, Roger Tym & Partners (2012)	<p>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.</p>
Understanding the demand for and supply of visitor accommodation in London to 2036	<p>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</p>

Plan, Strategy or Programme	Summary of objectives and targets
	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.
<a href="#">Cornered shops: London's small shops and the planning system</a> (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.
<a href="#">London's Retail Street Markets (June 2010)</a>	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 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.
<ul style="list-style-type: none"> <li>• <a href="#">Managing the Night Time Economy PDF</a>(March 2007)</li> </ul>	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.
<ul style="list-style-type: none"> <li>• London Town Centre Health Check (2013)</li> </ul>	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

Plan, Strategy or Programme	Summary of objectives and targets
<ul style="list-style-type: none"> <li>Consumer Expenditure and Comparison Goods Retail Floorspace Need in London (2013)</li> </ul>	<p>selection of strategic health check indicators and illustrates how these have changed over time.</p> <p>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.</p>
<ul style="list-style-type: none"> <li>Accommodating Growth in Town Centres: Achieving Successful Housing Intensification and High Street Diversification (2014)</li> </ul>	<p>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.</p>
<ul style="list-style-type: none"> <li>Artists Workspace Study: We made that (2014)</li> </ul>	<p>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</p>
<ul style="list-style-type: none"> <li>Supporting Places of Work: incubators, accelerators and co-working spaces (2014)</li> </ul>	<p>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.</p>
<ul style="list-style-type: none"> <li>Cross River Partnership business plan (2014)</li> </ul>	<p>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.</p>
<ul style="list-style-type: none"> <li>Town Centres SPG (2014)</li> </ul>	<p>This SPG provides guidance on the implementation of London Plan Policy 2.15 Town centres and of other policies in the Plan with specific reference to town centre development and management. It also</p>

Plan, Strategy or Programme	Summary of objectives and targets
	<p>provides guidance on Policy 2.16 Strategic Outer London Development Centres and their potential to be developed as business locations with distinct strengths of greater than sub regional importance. To support the policies in the London Plan this SPG includes guidance on:</p> <ul style="list-style-type: none"> <li>• Supporting the evolution and diversification of town centres</li> <li>• Delivering mixed use housing intensification</li> <li>• Quality matters</li> <li>• Promoting Accessibility and Connectivity</li> <li>• Town centre regeneration and initiatives</li> <li>• Proactive town centre strategies</li> <li>• Strategic Outer London Development Centre implementation guidelines</li> </ul>
<ul style="list-style-type: none"> <li>• The Mayor's Action for High Street (2014)</li> </ul>	<p>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.</p>
<b>Energy and Climate Change</b>	
<p>Delivering London's Energy Future: the Mayor's climate change mitigation and energy strategy (2011)</p>	<p>Delivering London's Energy Future is the Mayor's climate change mitigation and energy strategy. It sets out his strategic approach to limiting further climate change and securing a low carbon energy supply for London. To limit further climate change the Mayor has set a target to reduce London's CO<sub>2</sub> emissions by 60 per cent of 1990 levels by 2025. Delivering London's Energy Future details the programmes and activities that are ongoing across London to achieve this.</p>
<p>Managing risks and increasing resilience: the Mayor's climate change adaptation strategy (2011)</p>	<p>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.</p>
<p>Climate Change Adaption Strategy for London (2010)</p>	<p>The Mayor's Climate Change Adaptation Strategy:</p> <ul style="list-style-type: none"> <li>• identifies who and what is most at risk today</li> <li>• analyses how climate change will change the risk of flood, drought and heatwave through the century</li> <li>• describes what action is needed to manage this and who is responsible for it.</li> </ul> <p>The key actions proposed in the strategy are:</p> <ul style="list-style-type: none"> <li>• To improve our understanding and management of surface water flood risk</li> <li>• An urban greening programme to increase the quality and quantity of greenspace and vegetation in</li> </ul>

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	<p>London – this will buffer us from floods and hot weather</p> <ul style="list-style-type: none"> <li>• To retro-fit up to 1.2m homes by 2015 to improve the water and energy efficiency of London homes</li> </ul>
Decentralised Energy Capacity Study (2011)	This publication is formed of three reports providing data on, and analysis of, the potential for renewable and low carbon energy in London. This regional assessment breaks down the types of energy that can contribute to the Mayor’s target to supply 25 percent of London’s energy from decentralised sources by 2025.
<b>Flood Risk</b>	
Thames Region Catchment Flood Management Plan, 2009	This plan presents what the Environment Agency considers the most sustainable direction for the management of fluvial flood risk within the region for the next 50 to 100 years. It is based on extensive research into the catchment characteristics of the region and the options available for managing the risk to people, properties and the environment. It takes into account the likely impacts of climate change and the plans for future development.
Regional Flood Risk Appraisal (2009)	In June 2007 the Mayor published the draft Regional Flood Risk Appraisal (RFRA) for the London Plan, for public consultation. The RFRA examines the nature and implication of flood risk in London and how the risk should be managed.
<b>Health and well-being</b>	
Individual well-being in London (2014)	Over the past four years, the UK Government has sought to understand the subjective well-being of individuals as an alternative measure of the relative ‘health’ of a country compared to traditional measures such as GDP. This analysis presents findings for London and examines variations in how individuals assess their own well-being according to a number of different personal characteristics. 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.

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The London Health Inequalities Strategy (2010)	<p>The London Health Inequalities Strategy sets out the Mayor's commitments to work with partners to:</p> <ol style="list-style-type: none"> <li>1 Promote effective parenting, early years development, young people's emotional health and readiness for learning</li> <li>2 Motivate and enable Londoners to adopt healthier behaviours and engage in lifelong learning</li> <li>3 Build knowledge about health and wellbeing, tackling stigma and taboo in the process</li> <li>4 Promote community development approaches to improve health, and actively support the role of the third sector</li> <li>5 Build public sector capacity to engage more effectively with individuals, communities and the Voluntary and Community Sector (VCS).</li> </ol>
The London Health Inequalities Strategy: First Steps to Delivery (2012)	<p>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.</p>
Takeaways Toolkit: Tools, interventions and case studies to help local authorities develop a response to the health impacts of fast food takeaways (2012)	<ul style="list-style-type: none"> <li>• 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:</li> <li>• <b>making food healthier</b> – working with takeaway businesses and the food industry to make healthier fast food.</li> <li>• <b>starting them young</b> – schools should have strategies to reduce the amount of unhealthy food children eat at lunch and on their journey to and from school.</li> <li>• <b>planning for health</b> – use regulatory and planning measures to address the proliferation of hot food takeaway outlets.</li> </ul>
Health: Children and Young People (2010)	<p>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.</p>
A Sporting Future for London (2009)	<p>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:</p>

Plan, Strategy or Programme	Summary of objectives and targets
	<ul style="list-style-type: none"> <li>• securing a sustained increase in participation in sport and physical activity amongst Londoners</li> <li>• using sport to assist in tackling social problems including ill health, crime, academic underachievement and lack of community cohesion.</li> </ul>
Our Healthier South East London (2014)	Our Healthier South East London is a five year commissioning strategy which aims to improve health, reduce health inequalities and ensure all health services in south east London meet safety and quality standards consistently and are sustainable in the longer term.
NHS London: A Call to Action (2014)	This builds on NHS England's national Call to Action document published in July, which set out a case that the NHS must transform in order to continue to deliver the best care to those who need it.
Better Health for London: Next Steps (2015)	The Mayor of London, NHS England (London), Public Health England, London Councils and the 32 GP-led clinical commissioning groups have come together to outline how, individually and collaboratively, they will work towards London becoming the world's healthiest major city.
<b>Heritage</b>	
English Heritage's Heritage at Risk- London (2011)	The Register identifies which heritage assets are at risk from development pressures, neglect or decay. It also monitors the changing condition of assets in order to help us prioritise where resources and expertise can best be deployed to resolve the problems. It also includes listed buildings and scheduled monuments, Conservation Areas, Registered Parks and gardens.
The National Heritage List for England	The Register identifies all registered heritage assets including listed buildings, scheduled monuments, protected wreck sites, registered parks and gardens, registered battlefields, world heritage sites, applications for certificates of immunity (COIs) and current building preservation notices (BPNs).
London World Heritage Sites - Guidance on Settings (2012)	<p>The London Plan sets out policies to conserve and enhance London's World Heritage Sites and their settings, and states that the Mayor will produce guidance on defining the settings of London's World Heritage Sites. There are four World Heritage Sites and one potential site on the Tentative List in London:</p> <ul style="list-style-type: none"> <li>• Palace of Westminster and Westminster Abbey, including St Margaret's Church</li> <li>• Tower of London</li> <li>• Maritime Greenwich</li> <li>• Royal Botanic Gardens, Kew</li> <li>• Darwin Landscape Laboratory (Tentative List)</li> </ul> <p>Each has been designated because of its outstanding universal value of international significance. The sites themselves are set in a very dynamic, complex urban environment in which pressure for development is high. However one of the things that makes London distinctive is the way it combines</p>

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	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
<b>Housing</b>	
Housing supplementary planning guidance (2012)	The SPG provides guidance on how to implement the housing policies in the 2011 London Plan. In particular, it provides detail on how to carry forward the Mayor's view that "providing good homes for Londoners is not just about numbers. The quality and design of homes, and the facilities provided for those living in them, are vital to ensuring good liveable neighborhoods". It is informed by the Government's National Planning Policy Framework and by its Housing Strategy for England.
London Housing Strategy (2014)	The Mayor's strategy aims to put in place the resources to deliver more than 42,000 new homes a year, but achieving this ambition will require the full commitment of the London boroughs, of government, and of private and public sector developers. The Mayor believes that only by working together can we agree a long-term financial settlement with national government, free up local councils to build, promote institutional investment in new housing, bring forward surplus public land and develop Housing Zones across the capital to drive delivery. The strategy also aims to make sure that the homes we build better reward those who work hard to make this city a success – by massively increasing opportunities for home ownership, by improving the private rented sector and by ensuring working Londoners have priority for affordable homes to rent.
Housing in London (2014)	Housing in London is the evidence base for the Mayor's London Housing Strategy, summarising key patterns and trends across a wide range of topics relevant to housing in the capital.
GLA Housing Design Guide Interim edition (2010)	The new 'interim edition' of the London Housing Design Guide sets out the Mayor of London's aspirations for the design of new housing in the capital. The Mayor is committed not just to delivering more homes in London, but also to improving the quality of our homes. The 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

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	operate.
The Private Rented sector in South East London and Lambeth (2014)	<p>The aim of the research was threefold:</p> <ul style="list-style-type: none"> <li>• To complement the South East London Strategic Housing Market Assessment (SHMA) that had been undertaken recently, by providing evidence and analysis of the PRS that would not be available or achievable through the 'desk top' SHMA.</li> <li>• To provide some of the evidence base that boroughs will need to draw on if considering introduction of licensing in the PRS.</li> <li>• To enable boroughs to better target interventions in the PRS, in terms of both enforcement and procurement (e.g. for use as temporary accommodation or for the prevention of homelessness).</li> </ul>
The role of the planning system in delivering housing choices for older Londoners (2012)	<p>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.</p>
GLA 2013 Round Population Projections	<p>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</p>
Barriers to Housing Delivery (Update 2014)	<p>In 2012 The GLA asked Moliar 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'. Moliar 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'.</p>
London Student Housing Requirements Study (2007)	<p>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</p>

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	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)	<ul style="list-style-type: none"> <li>• 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:</li> <li>• the loss of capacity for conventional homes, especially affordable family housing;</li> <li>• the need to secure mixed and balanced communities;</li> <li>• the scope for identifying land suitable for student accommodation; and,</li> <li>• the way these issues are expressed in parts of inner London “<i>where almost three quarters of the capacity for new student accommodation is concentrated</i>”.</li> </ul> <p>The <i>Mayor's Academic Forum Recommendations Paper – student housing</i> is the first report of the Mayor's Academic forum to the Mayor, focusing on strategic planning issues for student housing. Its main recommendations have been reflected in FALP paragraphs 3.52, 3.53a and 3.53b.</p>
<b>Infrastructure</b>	
Draft London Infrastructure Plan 2050 (2014)	The document sets out what infrastructure London requires. It is the first ever strategic attempt to set out London's infrastructure needs, how much it might cost and how we pay for our needs. The aim is to prepare for, and benefit further from, London's growth: bringing fresh thinking into the city's infrastructure needs now, in order to meet them more costs effectively in the long term.
MOPAC/MPS Estates Strategy 2013-16	Linked to the Police and Crime Plan is the new MOPAC/MPS Estates Strategy 2013-16, see below. Following consultation on local policing and public access in January-March 2013, further work was undertaken to finalise plans for the wider police estate and the final version of this strategy is available below.
Central London Infrastructure Study (2009)	The study aims to provide a strategic understanding of the implications of growth for the whole of Central London, with an indication of how growth, and therefore demand for infrastructure, is distributed across the study area. This analysis allows Central London Forward to build a robust case for additional infrastructure investment for Central London to achieve sustainable growth up to 2026. In particular, as well as offering local authority level information and analysis, the report provides evidence of sub-regional issues and opportunities, encouraging joint solutions wherever appropriate. This study also identifies existing gaps and shortfalls in infrastructure provision.
Community Infrastructure Charging Schedule – Mayor of	Sets out the level of charge that will apply to certain types of new development across London in order to deliver the Crossrail programme.

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London (2012)	
Use of planning obligations in the funding of Crossrail, and the Mayoral Community Infrastructure Levy – SPG (2013)	This SPG sets out guidance on implementation of London Plan policies on the funding of Crossrail, planning obligations and the Community Infrastructure Levy (CIL).
Draft Social Infrastructure SPG (2014)	<p>Social infrastructure includes a wide range of services and facilities, including health, education, community, cultural, play, recreation and sports facilities, faith, emergency facilities and many other local services and facilities that contribute to quality of life.</p> <p>The draft guidance;</p> <ul style="list-style-type: none"> <li>• Gives a range of information sources to evaluate need for social infrastructure at the strategic planning level, starting with the GLA’s own demographic projections and the ways in which these can be used to understand need for health, education and sports facilities.</li> <li>• Emphasises the need for planning across services to ensure the efficient and timely delivery of social infrastructure in a way the meets the broader built environment aims of the London Plan.</li> <li>• Describes Department of Health models for service delivery in a way that should help planners and health professionals to communicate with each other.</li> <li>• Sets specific targets for the provision of burial space based upon projections of need and survey of existing capacity set out in the 2011 Audit of London Burial Provision.</li> <li>• Provides a comprehensive range of resources for the assessment of social infrastructure need arising from individual applications.</li> </ul>
<b>London Plan</b>	
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)	<ul style="list-style-type: none"> <li>• The Implementation Plan is intended to:</li> <li>• facilitate effective coordination and cooperation of activities to ensure the realisation of the London Plan</li> <li>• inform developers and all delivery partners who need to understand the envisaged implementation actions and strategic infrastructure provision in relation to the London Plan</li> </ul>

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	<ul style="list-style-type: none"> <li>• provide communities with transparent and accessible information to enable them to get involved in the development of their area</li> <li>• help boroughs in terms of the wider context for their local implementation and infrastructure planning and the preparation for their Community Infrastructure Levy (CIL).</li> </ul> <p>The Plan will be updated regularly.</p>
London Planning Statement (2014)	<p>The NPPF revoked Government Office for London Circular 1/2008 which “provided advice and guidance on the arrangements for strategic planning in London”. The Mayor considers that it is helpful for him to fill the gap this leaves with a document that provides some information about his planning functions, and the way in which he intends to carry them out. This document is intended to be helpful to anyone concerned with planning in London, including boroughs, specialist agencies, developers, amenity and voluntary groups, individual neighbourhoods and Londoners. It:</p> <ul style="list-style-type: none"> <li>• sets out some general principles of fundamental importance to the planning system in London;</li> <li>• explains the Mayor’s part in London’s planning system, both in preparing strategic planning policy through his spatial development strategy (or “London Plan”) and in the taking of planning decisions about strategic developments;</li> <li>• highlights the issues that the Mayor considers are particular priorities for the London planning system and which he thinks it is helpful to draw to the attention of others; and</li> <li>• sets out the Mayor’s intended programme of planning-related work for the next four years.</li> </ul>
<b>Noise</b>	
London Agglomeration Noise Action Plan (2010)	<p>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.</p>
Sunder City: The Mayor’s Ambient Noise Strategy (2004)	<p>The aim of the Mayor’s ambient noise strategy is a practical one – to minimise the adverse impacts of noise on people living and working in, and visiting London using the best available practices and technology within a sustainable development framework.</p> <p>Three key issues are:</p> <ol style="list-style-type: none"> <li>1. Securing good noise reducing road surfaces</li> <li>2. Securing a night aircraft ban across London</li> <li>3. Reducing noise through better planning and design of new housing</li> </ol>
<b>Open Space, Biodiversity,</b>	

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<b>Geodiversity</b>	
A Manifesto for Public Open Space: London's Great Outdoors (2009)	London's Great Outdoors recognises that investment in public space enhances the look and feel of the city, making it a more healthy and pleasant place for residents and visitors and an environment in which businesses can thrive. It contributes to maintaining and improving London's image as the world's most green and liveable big city and highlights London's offer as a city that can sustain 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, ( <i>Green space strategies: A good practice guide</i> , 2004), and combines this with an update of the guidance for London, ( <i>Mayor's guide to preparing open space strategies; Best practice guidance of the London Plan</i> , 2004), to provide one comprehensive guide for England.
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)	<p>The Preparing Borough Tree and Woodland Strategies Supplementary Planning Guidance, a joint publication with the Forestry Commission, has been published. It sets out an approach to trees and woodland that:</p> <ul style="list-style-type: none"> <li>• Covers the audit, protection and management of trees and woodland in line with Policy 7.21 of the London Plan</li> <li>• Highlights the asset value of trees and woodland, both in financial terms and the broad range of economic and environmental benefits they provide</li> <li>• Considers all the trees in a borough as a single unified resource – an 'urban forest'</li> <li>• Extends the concept of an 'urban forest' across boundaries so that the cumulative benefits of trees to Londoners can be enhanced</li> <li>• Takes a step by step approach to the management of trees and woodland.</li> </ul>
All London Green Grid SPG 2012	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

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	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)	<p>London's Foundations (2009) was a joint publication with Natural England setting out London's geological heritage, explaining the process for identifying sites of national, regional and local geological importance, identifying important geological sites for protection and advising boroughs on how to promote as well as protect geodiversity. It has been updated to reflect:</p> <ul style="list-style-type: none"> <li>• The publication of the 2011 London Plan;</li> <li>• The emerging advice of the Government in its National Planning Policy Framework;</li> <li>• The ongoing work of the London Geodiversity Partnership (LGP) in updating the number of sites that should be promoted/protected by boroughs via their development plan documents;</li> <li>• The publication by the LGP of their Geodiversity Action Plan.</li> </ul>
<b>Sustainability</b>	
Sustainable Design and Construction. Mayor's Supplementary Planning Guidance (2014)	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'.
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)	<p>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.</p> <p>The Framework should be used to:</p> <ul style="list-style-type: none"> <li>-provide the context for policy development and decision-making;</li> </ul>

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	<ul style="list-style-type: none"> <li>-undertake sustainability appraisals of projects, plans and strategies;</li> <li>-monitor progress towards a more sustainable city</li> </ul>
Sustainable Communities Plan for London: Building for the Future (2003)	<p>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.</p>
<b>Transport</b>	
Mayor's Transport Strategy (2010)	<p>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:</p> <ul style="list-style-type: none"> <li>• Support economic development and population growth</li> <li>• Enhance the quality of life for all Londoners</li> <li>• Improve the safety and security of all Londoners</li> <li>• Improve transport opportunities for all Londoners</li> <li>• Reduce transport's contribution to climate change and improve its resilience</li> <li>• Support delivery of the London 2012 Olympic and Paralympic Games and its legacy</li> </ul>
Land for Industry and Transport SPG (2012)	<p>The SPG provides an update of previous Mayoral guidance, setting out how boroughs should make effective, efficient use of land for transport purposes.</p>
River Action Plan (2013)	<p>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</p>
Cycling Revolution London (2010)	<p>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</p>

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The Mayor's Vision for Cycling	<ul style="list-style-type: none"> <li>• The Mayor's Vision for Cycling document sets out how this will be achieved, focusing on four key outcomes:               <ol style="list-style-type: none"> <li>1. <b>A Tube network for the bike.</b> London will have a network of direct, joined-up cycle tracks, with many running in parallel with key Underground, rail and bus routes.</li> <li>2. <b>Safer streets for the bike.</b> Spending on the Better Junctions programme will be significantly increased and substantial 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.</li> <li>3. <b>More people travelling by bike.</b> We will 'normalise' cycling, making it something anyone feels comfortable doing.</li> <li>4. <b>Better places for everyone.</b> The new bike routes are a step towards the Mayor's vision of a 'village in the city', with more trees, more space for pedestrians and less traffic.</li> </ol> </li> </ul>
An Electric Vehicle Delivery Plan for London	The EV Delivery Plan sets out a comprehensive strategy to stimulate the market for electric vehicles in London.
Your Accessible Transport Network (2014)	Mayor of London's commitment to make it easier for people to travel around London.
Improving the Health of Londoners: Transport Action Plan (2014)	A Health Action Plan to improve the health of the population by examining the links between health and public transport and improving people's health through transport interventions and strategies. The document is reviewed regularly and updates are provided by TfL.
<b>Waste</b>	
London's Wasted Resource: The Mayor's Municipal Waste Management Strategy	London's Wasted Resource sets out the Mayor's policies and proposals for reducing the amount of municipal waste produced, increasing the amount of waste reused, recycled or composted, and generating low carbon energy from waste remaining. This strategy also sets out how the Mayor, through the London Waste and Recycling Board, will help develop more waste management infrastructure in London.
Making Business Sense of Waste: The Mayor's Business Waste Management Strategy	Making Business Sense of Waste is the first Mayoral strategy for London's business waste. It sets out initiatives to help all kinds of London's businesses, from shops, restaurants, office buildings, manufacturers to construction companies to save money and reduce harm to the environment through better waste management.
London Waste Apportionment Study (2007) – update and further	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

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sensitivity testing	<ul style="list-style-type: none"> <li>• correct data on safeguarded wharves,</li> <li>• revision of current licensed waste management capacity in London resulting from the decision on the development of the Belvedere facility, updated, recently verified and soon to be published data on indicative capacity of land for waste, logistics and other industrial used in London, provided by the GLA.</li> </ul>
London Waste Apportionment Study (2006)	This report describes in detail the waste apportionment methodology underlying the London Plan minor alteration on borough level waste apportionment.
London Remade Demolition Protocol Report (2005)	This describes how demolition recycle can be recovered with maximum value and how this can be provided as a high quality recycled material in new builds.
<b>Water</b>	
Securing London's Water Future (2011)	The draft London Water Strategy is intended to complement the plans and strategies of other organisations by presenting a London-specific view of managing water resources. At a time of decreasing supply and increasing demand for water we need to use the water we have more wisely. The strategy promotes increasing water efficiency and reducing water wastage to balance supply and demand for water, safeguard the environment and help tackle water affordability problems. It also sets out how the Mayor will help communities at risk of flooding to increase their resilience to flooding
Environment Agency Thames Estuary 2100 plan	This document provides regional guidance on the predicted effects of climate change in relation to tidal flood risk
Thames River Basin Management Plan (2009)	<p>The EU Water Framework Directive requires the Environment Agency to prepare and publish 10 River Basin Management Plans (RBMP) by 2009 to promote the concept of sustainable water management. Their aims are:</p> <ul style="list-style-type: none"> <li>• To safeguard the sustainable use of water</li> <li>• To protect and restore the status of aquatic ecosystems</li> <li>• To improve aquatic environments by the reduction of hazardous substances</li> <li>• To reduce groundwater pollution; and</li> <li>• To help mitigate the effects of flood and droughts</li> </ul>
Taking Care of Water- Our Plan for the next 25 years (Thames Water Utilities ) 2015-2040	Taking care of water describes a long-term strategy to address a series of issues. It is built around the four main themes that have emerged from public consultation: delivering for customers; planning for a sustainable future; delivering efficiently; and providing affordable services. The document set out the things that are needed to meet the challenges of the future. It also set out the costs of providing those services and the likely impact on bills.

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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

<b>Policy or Plan</b>	<b>Summary of objectives and targets</b>
<b>Community</b>	
The Council Plan 2014/15 to	The Council Plan is the council's overarching business plan. A Council Plan for 2014/15 to 2017/18

Policy or Plan	Summary of objectives and targets
2017/18	was agreed by Cabinet in July 2014. The council plan describes how we will deliver our fairer future vision through the promises and commitments that we have made to the people of Southwark. It also makes a number of commitments to equality and fairness in line with our approach to equality.
Children and Young People's Plan 2013-2016	This strategy provides a plan for all local services affecting children and young people in Southwark. The aims in the next three years are: improved literacy and numeracy; more things to do; less crime against children and young people; fewer teenagers getting pregnant; and a reduction in the rate of increase of children who are obese.
Southwark Primary and Community Care Strategy 2013-2018	This plan describes Southwark Clinical Commissioning Group's intentions to build strong local services to meet the challenges of improving care over the next five years. It supports a range of our other plans and priorities as well as reflecting national policies and thinking on the best way to ensure that primary and community care services are fit for the future.
Southwark Statement of Community Involvement (2008)	The Statement of Community Involvement (SCI) sets out how and when Southwark Council involve the community in the alteration and development of town planning documents and applications for planning permission. This ensures there is effective community involvement in the planning process.
Safer Southwark Partnership Action Plan (2013-2015)	The Safer Southwark Partnership (SSP) has agreed minimum standards of service for responding to antisocial behaviour and for victims and witnesses of crime. These are a commitment to residents that the SSP will continue to keep Southwark a safe place to live, work and visit.
Southwark Violent Crime Strategy 2010/2015	The Southwark violent crime strategy 2010/15 detailing how the council, police and other partners in Southwark are tackling violent crime in the borough.
Southwark Statement of Licensing Policy 2016-2020	Section 5 of the Licensing Act 2003 requires each licensing authority to prepare and publish a statement of its licensing policy every five years.
<b>Economy and Employment</b>	
Southwark Employment Land Review (2010)	The study provides an assessment of the quantity, quality and viability of employment land throughout the borough and evaluates the viability of existing (UDP) employment policies as well as informing the LDF evidence base and associated policies.
Southwark Economic Well-being Strategy 2012-2020	<p>Our new strategy sets out what we want to achieve between now and 2020, and how we aim to work across the Council and with our partners in the private, public and voluntary sectors in order to make Southwark a place:</p> <ul style="list-style-type: none"> <li>• Where people, especially our young people, are equipped with the skills and ambition to make the most of our central London location</li> <li>• Where businesses grow and prosper</li> </ul>

Policy or Plan	Summary of objectives and targets
	<ul style="list-style-type: none"> <li>• Where town centres and high streets thrive</li> <li>• Where our residents are financially independent</li> </ul>
Southwark Industrial and Warehousing Land Study (2014)	Southwark Council commissioned GVA to undertake a review of industrial and warehousing land and premises in the borough. The study is an evidence base document and will inform the preparation of future planning policies, as well as a wider employment land 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.
<b>Education</b>	
Primary Investment Strategy Cabinet Report 2014	This Cabinet Report sets out a series of recommendations for addressing need for additional primary school places in the borough
School places strategy update, Cabinet Report (2014)	This report sets out the forecast demand for primary and secondary places and the associated need for additional school places. It sets out the approach for meeting primary demand.
Southwark Extended Schools Strategy	<p>The strategy sets out a set out principles as the basis for the development of extended schools in Southwark.</p> <p>The strategy anticipates that providing extended services will</p> <ul style="list-style-type: none"> <li>• support improvements in standards</li> <li>• enable children to have fun and develop new skills</li> <li>• enhance support for vulnerable children</li> <li>• encourage parental involvement in children's learning</li> <li>• make better use of facilities by opening them up to the community</li> <li>• provide better help to address children's wider needs</li> </ul>
<b>Flood Risk</b>	
Southwark Strategic Flood Risk	A Strategic Flood Risk Assessment (SFRA) has been prepared to ensure that flood risk is taken into

Policy or Plan	Summary of objectives and targets
Assessment (SFRA) ( 2008)	account and minimised in all new developments. The SFRA sets out the level of flood risk in different areas of the borough. This will help plan for new developments and assist in the determination of planning applications.
Southwark Interim Preliminary Flood Risk Assessment 2011	This document forms a Preliminary Flood Risk Assessment (PFRA) report for the Southwark in accordance with the Flood Risk Regulations 2009. The PFRA provides a high level summary of significant flood risk, based on available and readily derivable information, describing both the probability and harmful consequences of past and future flooding. The scope of the PFRA is to consider flooding from the following sources; surface runoff, groundwater and ordinary watercourses and any interaction these may have with main rivers and the sea
Draft Local Flood Risk Management Strategy (2014)	Under Section 9 of the Flood and Water Management Act 2010 Act, Southwark Council is required to develop, maintain, apply and monitor a Local Flood Risk Management Strategy (LFRMS) for the borough. The LFRMS (“the Strategy”) should provide strategic direction in proactively managing flood risk in Southwark and to meet the requirements of the Act. The Strategy will be developed in consultation with key internal and external stakeholders, and will be reviewed every 6 years in consonance with the periodic reviews of Southwark Council’s Preliminary Flood Risk Assessment (PFRA) as required under the Regulations.
<b>Health</b>	
Better Environment, Better Health (Southwark) (2013)	The Better Environment, Better Health guide offers tailored information on seven important environmental factors that can impact on 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

Policy or Plan	Summary of objectives and targets
	<p>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.</p>
<p>Children and Young People's Health Needs Assessment (2010)</p>	<p>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.</p>
<p>Southwark Children and Young Peoples Health plan (2010)</p>	<p>This plan sets out how we will improve the wellbeing of children and young people in regard to the five Every Child Matters outcomes:</p> <ul style="list-style-type: none"> <li>• Be healthy</li> <li>• Stay safe</li> <li>• Enjoy and achieve</li> <li>• Make a positive contribution</li> <li>• Achieve economic wellbeing</li> </ul> <p>This plan recognises and addresses the far-reaching implications of statutory changes to children's trusts, local safeguarding children boards, Children and Young People's Plans and the roles of lead members and directors of children's services, which came into force on 1 April 2010.</p>
<p>Southwark Health Profile 2013</p>	<p>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.</p>
<p>Public Health Observatories: Southwark Health Profile (2014)</p>	<p>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.</p>
<p>Public Health Outcomes Framework: Southwark (2013)</p>	<p>The Public Health Outcomes Framework 'Healthy lives, healthy people: Improving outcomes and supporting transparency' sets out a vision for public health, desired outcomes and the indicators that will help us understand how well public health is being improved and protected. The framework concentrates on two high-level outcomes to be achieved across the public health system, and</p>

Policy or Plan	Summary of objectives and targets
	<p>groups further indicators into four 'domains' that cover the full spectrum of public health. The outcomes reflect a focus not only on how long people live, but on how well they live at all stages of life. This profile currently presents data for the first set of indicators at England and upper tier local authority levels, collated by Public Health England.</p> <p>The profile allows you to:</p> <ul style="list-style-type: none"> <li>-Compare your local authority against other authorities in the region</li> <li>-Benchmark your local authority against the England value</li> </ul>
Child Obesity Joint Review (2012)	The child obesity joint review examines the high rate of childhood obesity in the borough and recommends a wide range of actions to counteract the increasing prevalence.
Joint Health and Wellbeing Strategy 2015-20	This strategy outlines how the council and its partners will work together to promote integration, improve outcomes and reduce health inequalities of Southwark's residents by focusing on three strategic objectives.
Lambeth and Southwark: Emotional Wellbeing and Mental Health Needs Assessment 2013	This needs assessment (NA) covers Lambeth and Southwark boroughs and was overseen by a stakeholders group. It aims to inform the commissioning strategies of the two boroughs and partner agencies.
Supporting the Health of Young People in Southwark: A summary report of the Health Related Behaviour Survey 2014	These results are the compilation of data collected from a sample of primary and secondary pupils aged 8 to 15 in Southwark during the summer term 2014. This work was commissioned by the Lambeth and Southwark Public Health team on behalf of the London Borough of Southwark as a way of collecting robust information about young people's lifestyles.
Betting, borrowing and health: Health impacts of betting shops and payday loan shops in Southwark (2014)	This report summarises evidence on the health impacts associated with the clustering of betting shops and payday loan shops in the context of Article 4 Directions. The objectives of this report are to: review existing evidence around health and wellbeing impacts; identify a range of local health indicators; and examine the spatial relationship between betting shops and pay-day loan shops and health indicators.
Adult Social Care: Promoting independence, wellbeing and choice – Local Account 2012/2013	The Local Account is a new form of public performance report, setting out the progress councils have made in delivering national and local adult social care priorities and the key areas where further improvement is required.
Southwark Pharmaceutical Needs	From 1 April 2013, every Health and Wellbeing Board (HWB) in England has a statutory

Policy or Plan	Summary of objectives and targets
Assessment 2015	responsibility to publish and keep up-to-date a statement of the needs for pharmaceutical services for the population in its area, referred to as a 'pharmaceutical needs assessment' (PNA). The PNA will help in the commissioning of pharmaceutical services in the context of local priorities.
<b>Heritage, Design and Archaeology</b>	
Southwark Conservation Area Appraisals	The government requires all councils to produce appraisals for the conservation areas in their borough. Conservation area appraisals are intended to: Provide an analysis and account of the area; explain why it is considered to be of special architectural or historic interest; Give a clear indication of the council's approach to its preservation and enhancement. They are also used by the council in assessing the design of development proposals.
Southwark Archaeology Priority Zones	Southwark Council has policies to protect the borough's archaeology. The policy identifies seven archaeological priority zones (APZs). When development proposals are submitted for these areas, the archaeology officer conducts initial appraisals to assess the archaeological implications and ensures that any necessary investigations take place
Core Strategy: Policy 12 Tall building background paper, Southwark Council (2009)	Sets out the background and research that has informed the suitable locations for tall buildings as established in Policy 12 and supporting text contained within our core strategy. It summarises our evidence base, describes our strategy and our reasons for selecting the approach we have taken.
Core Strategy: Borough-wide Strategic Tall Building Study, Southwark Council (2009)	Sets out an overview of the character of Southwark to inform the evidence base which informs the production of Core Strategy Policy 12, particularly the tall building height policy.
<a href="#">Guidance on Tall Buildings, July 2007, CABE &amp; English Heritage</a>	This document sets out how CABE and Historic England evaluate proposals for tall buildings. It also offers advice on good practice in relation to tall buildings in the planning process.
Heritage in local plans - how to create a sound plan under the NPPF, 2012, English Heritage	This is a guide to local authorities from Historic England on how to achieve the objectives of the NPPF for the historic environment and thereby pass the test for a sound local plan.
Seeing The History In The View: A Method For Assessing Heritage Significance Within Views, June 2011, English Heritage	This document presents a method for understanding and assessing heritage significance within views.
<b>Housing – General</b>	

Policy or Plan	Summary of objectives and targets
Southwark Affordable Housing Viability Study (2010)	This report examines in terms of financial viability, the potential for development sites in Southwark to deliver affordable housing at varying percentages and mixes, while maintaining other planning obligations at the current levels as advised.
Southwark Housing Requirements Study (and sub reports) 2010	The study was undertaken to inform local policies, in particular relating to the development plan and housing strategy surrounding affordable housing provision. The study provides a key component of the evidence base required to develop and support a robust policy framework.
Southwark Housing Strategy (2015)	<p>Southwark Council Cabinet agreed Southwark's first long-term housing strategy in January 2015. The Southwark housing strategy to 2043 consists of four principles:</p> <ul style="list-style-type: none"> <li>• We will use every tool at our disposal to increase the supply of all kinds of homes across Southwark.</li> <li>• We will demand the highest standards of quality, making Southwark a place where you will not know whether you are visiting homes in private, housing association or council ownership.</li> <li>• We will support and encourage all residents to take pride and responsibility in their homes and local area.</li> <li>• We will help vulnerable individuals and families to meet their housing needs and live as independently as possible.</li> </ul>
Planning Committee report on Affordable Rent (2011)	This Planning Committee report clarifies the council's affordable housing policies, including the council's current approach in addressing the affordable rent tenure.
Affordable Rent in Southwark Study (2011)	This study looks at the affordability of affordable rent across the nine different postcode areas of Southwark. It models a range of scenarios from 40% to 80% market rents for one, two, three and four bedrooms dwellings. It shows that it will be very difficult for people in housing need to afford the affordable rent model, particularly family homes
Impact of the Affordable Rent tenure on the viability of developments in Southwark (2011)	This study looks at the viability of delivering affordable rent housing in Southwark. It considers the potential for development sites in Southwark to deliver affordable housing at varying percentages and mixes, while maintaining other planning obligations at the current levels as advised.
Southwark Commuted Sums Study 2011	This study looks at how much money could be secured as a pooled contribution in lieu of on-site affordable housing, if a scheme was 100% private housing rather than requiring affordable housing to be on site. It tests the amount of potential pooled contribution that could be viable by testing 35 sites across Southwark. It is part of the evidence base for the draft affordable housing supplementary planning document 2011.

Policy or Plan	Summary of objectives and targets
Private Sector Housing Action Plan 2014/15	
Maximising independence through housing: The older people's housing delivery plan: Southwark Housing Strategy 2009 to 2016 (2012)	This plan covers both the supply of housing for older people and housing support services for older people. These services cross council departments and partner agencies.
<b>Housing – Student accommodation</b>	
Research into the need for additional student housing in Southwark (2008)	London Borough of Southwark undertook research into the need for additional student housing in Southwark in 2008. The study was initiated to inform the comprehensive review of the Southwark Housing Strategy and to inform the preparation of the core strategy. It was produced at the time when the borough was beginning to experience an increasing number of planning applications from developers wishing to build accommodation for students in Southwark. The objective of this study is to report provide consolidated information on: Existing student accommodation in the Borough; the schemes of student housing currently in the pipeline with planning consent to include those under construction and those not yet started; and the student housing schemes with current applications.
Student Implementation Study (2011)	This study looks at how strategic policy 8 of the core strategy on requiring affordable housing within student homes could be implemented. It looks at ways in which the policy can be implemented as well as testing the viability of the policy. It is part of the evidence base for the draft affordable housing supplementary planning document 2011.
<b>Neighbouring boroughs:</b>	
Lewisham Council Sustainable Community Strategy (2008-2020) Our vision 2020: Lambeth Community Strategy (2008-2020) Croydon community Strategy 2010-2015 The City Together Strategy: the Heart of a World Class City 2008-2014 Tower Hamlets Community Plan	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.

Policy or Plan	Summary of objectives and targets
(2011) Building a better Bromley 2020 (2009) Westminster City Plan (2006-2016)	
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) Croydon Strategic Policies Westminster City Plan: Strategic Policies (2013) and saved UDP (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.
<b>Open Spaces and Biodiversity</b>	
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

Policy or Plan	Summary of objectives and targets
Southwark Tree Management Strategy (2011)	<p>and species within London.</p> <p>A tree management strategy is a policy framework for the trees owned, managed and/or protected by an organisation. Southwark Council's tree management strategy sets out a vision for the next five years and explains how we will achieve this vision. It is a reference document for anyone with an interest in Southwark's trees.</p>
<b>Planning</b>	
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	<p>An Area Action Plan (AAP) is a development plan document focused upon a specific location or area subject to conservation or significant change. This could include a major regeneration project or growth area. It ensures development of an appropriate scale, mix and quality for key areas of opportunity, change or conservation. AAPs are subject to independent examination.</p> <p>Peckham and Nunhead Area Action Plan (2014)  Aylesbury Area Action Plan (2010)  Canada Water Area Action Plan (2012)</p>
Southwark Plan Adopted Policies Map (updated March 2012)	<p>The adopted proposals map is part of Southwark's Local Plan and shows the proposals and policies for the following adopted plans which are used to make decisions on planning applications:</p> <ul style="list-style-type: none"> <li>• Southwark Plan (Southwark Unitary Development Plan) adopted July 2007</li> <li>• Aylesbury Area Action Plan</li> <li>• Canada Water Area Action Plan March 2011</li> </ul> <p>The adopted proposals map is updated each time a new Development Plan Document in the LDF is adopted.</p>
Southwark adopted	Supplementary planning documents (SPDs) and supplementary guidance documents (SPGs) are

Policy or Plan	Summary of objectives and targets
Supplementary Planning Documents (SPDs) and Supplementary Planning Guidance (SPGs)	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)	<ul style="list-style-type: none"> <li>• 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.</li> </ul> <p>The AMR sets out:</p> <ul style="list-style-type: none"> <li>• progress in producing planning documents</li> <li>• whether planning policies are achieving the objectives of the plan</li> <li>• what impacts the policies are having on the local environment, communities and economy</li> <li>• details of how policies need to be changed or replaced if we are not meeting our objectives or targets</li> </ul>
<b>Pollution</b>	
Air Quality Management and Improvement Plan (2012)	This document will help deliver the National Air Quality Strategy for Air Quality Management Areas (AQMA).
Southwark Contaminated Land Strategy (2001)	This document establishes a programme to identify contaminated land and water in Southwark, and to facilitate its remediation according to UK National Regulations.
<b>Town Centres</b>	
Southwark Retail Study (2015)	<p>The study considers:</p> <ul style="list-style-type: none"> <li>• The vitality and viability of Southwark's existing town centres</li> <li>• The extent to which Southwark centres are fulfilling their role in meeting the retailing needs of the borough</li> <li>• The need for further retail development during the local plan period, and possible scenarios for meeting any identified need for additional retail floorspace</li> </ul>
Southwark Street Trading and Markets Strategy (2010)	<ul style="list-style-type: none"> <li>• 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.</li> </ul>
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.

Policy or Plan	Summary of objectives and targets
<b>Sustainability</b>	
Environment Agency summary for Southwark (2011)	This report provides a snapshot of the environment in Southwark. It outlines trends and changes in the environment, and highlights some of the work being carried out in the local areas to improve the environment, and people's experience of it. The report has been compiled as an extension of the London State of the Environment report to provide a local focus on the Boroughs and the health of their environment.
Southwark Energy and Carbon Reduction Strategy (2011)	The Energy and Carbon Reduction Strategy summarises the current situation with regard to carbon emissions in Southwark and sets out a series of recommendations as to how the council can reduce its own emissions
<b>Transport</b>	
Southwark Transport Plan (2011)	<ul style="list-style-type: none"> <li>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.</li> </ul>
Southwark Cycling Strategy (2015)	A strategy setting out objectives to work together in partnership with our neighbouring boroughs, TFL, the police, businesses, organisations and agencies, schools and local community groups and residents to further develop the local cycling economy, invest in cycle friendly infrastructure, promote a cycling culture and ensuring new developments are future proofed for cycling.
<b>Waste</b>	
Southwark Waste Management Strategy: 2003 – 2021	This sets out Southwark council's programme for achieving the waste management targets set out in the GLA Waste Management Strategy.
<b>Infrastructure and Viability</b>	
Southwark Community Infrastructure Levy (Revised Draft CIL Charging Schedule Dec 2014)	<ol style="list-style-type: none"> <li>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.</li> </ol>

<b>Policy or Plan</b>	<b>Summary of objectives and targets</b>
Southwark Infrastructure Plan	2. 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	3. This report includes further sensitivity testing to support the proposed Community Infrastructure Levy ('CIL') Revised Draft Charging Schedule.
CIL Viability Study (2014)	4. 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)	5. This Cemetery Strategy seeks to address the chronic shortage of burial space in the borough. The Strategy focuses on practical options for burial within the current cemetery areas within Southwark but also takes account of potential options for burial outside of those areas.
Metropolitan Police Estate – Asset Management Plan (2007)	This document sets out the strategy for improving the Metropolitan Police Estate in Southwark over the next three years. The future estate will be based around the following five operational policing themes: <ul style="list-style-type: none"> <li>• Safer Neighbourhoods bases</li> <li>• Custody Centres</li> <li>• Patrol Bases</li> <li>• Front Counters</li> <li>• Office accommodation</li> </ul>
MPA Estate Strategy 2010/14	6. 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.
	7.

### Neighbourhood

<b>Policy or Plan</b>	<b>Summary of objectives and targets</b>
University studies and reports	A number of Universities including London Metropolitan University Cass School of Architecture,

	<p>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.</p>
<p>CASS Cities Audit Book (2015-16) and Interviews</p>	<p>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.</p> <p><a href="http://www.casscities.co.uk/Cass-Cities-audit-book">http://www.casscities.co.uk/Cass-Cities-audit-book</a></p>
<p>Elephant and Walworth Neighbourhood Forum research documents</p>	<p>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</p> <p><a href="http://ewnf.herokuapp.com">http://ewnf.herokuapp.com</a></p>

## **Appendix 3 - Baseline Data - Facts and Figures**

## 1.1. Introduction

- 1.1.1. The SEA Directive requires the collation of baseline information to provide a background to, and evidence base for, identifying sustainability problems and opportunities in the borough and providing the basis for predicting and monitoring effects of the NSP. To make judgements about how the emerging content of the NSP will progress or hinder sustainable development, it is essential to understand the economic, environmental and social circumstances in the borough today and their likely evolution in the future. The aim is to collect only relevant and sufficient data on the present and future state of the borough to allow the potential effects of the NSP to be adequately predicted.
- 1.1.2. The SA/ SEA Guidance provided by Government proposes a practical approach to data collection, recognising that information may not yet be available and that information gaps for future improvements should be reported as well as the need to consider uncertainties in data. Collection of baseline information should be continuous as the IIA process guides plan making and as new information becomes available.
- 1.1.3. A summary of the collated baseline information is provided below.

## 1.2. SOCIAL CONDITIONS

### Population

- 1.2.1. Before January 2015, the largest London's population has ever been was in 1939 where it was around 8.6 million people. However, on the 6<sup>th</sup> of January 2015, for the first time, London's population grew beyond its previous record, now estimated to be above the 1939 8.6m figure.<sup>1</sup> London is growing at a significant pace, and Southwark is part of this growth.
- 1.2.2. At the time of the 2011 census, Southwark's total population was 288,283.<sup>2</sup> The total population at the time of the 2001 census was 244,866.<sup>3</sup> This is an increase of 43,417 (18% increase).
- 1.2.3. The GLA projected Southwark's population in 2014 to be around 304,100.<sup>4</sup> In 2018, when the NSP will be adopted, the GLA projects this to be 326,400 and in 2033, the period up to which the New Southwark Plan will cover, the population of Southwark is estimated to be 370,400.<sup>5</sup> This represents a 28% increase on the 2011 population figure, and a 21% increase on the 2014 estimate.

### Age groups of Southwark

1.2.4. The proportion of residents in each age group is as follows:

**Proportion of population by broad age band**

mid-2012

	<b>0–15 years</b>	<b>16–64 years</b>	<b>65+ years</b>
	%	%	%
<b>Southwark</b>	18.6	73.6	7.8
<b>London</b>	20.1	68.7	11.3
<b>England</b>	18.9	64.1	16.9

Source: Office for National Statistics <sup>6</sup>

1.2.5. In Southwark, the proportion of the population aged between 16-64 years is 73.6% making it the largest age group in Southwark at 212,176 people. This is 4.9 percentage points (pp) higher than the London region as a whole, and 8.8pp higher than the UK as a whole. Southwark has a smaller proportion of people in the 0-15 (at 53,620 people) and 65+ (at 22,486 people) age groups than the London region and the UK as a whole. Between mid-2003 to mid-2012, the proportion of people in the 65+ age group decreased by 9.6%. This is the only age group to see a decrease. The 0-15 age group saw a 7.7% increase and 16-64 age group saw a 20.6% increase. The average age of a Southwark resident is 33.8 years.

1.2.6. In the coming years, it is anticipated that the proportion of the population aged 65+ will increase. In 2012, 27.6% of people in Southwark were aged 45 or more. By 2031 this is projected to increase to 31.2%. For the 65+ age bracket the projected increase is from 7.8% to 10.1%.<sup>7</sup>

**Diversity**

1.2.7. 54.2% of Southwark’s population can be categorised in the broad ethnic group of “white.” This is largely on par with the London region, however this is significantly lower (31.2pp lower) than England as a whole. 45.8% of Southwark’s population are part of an ethnic minority (sometimes referred to as BME or BaME – Black and Ethnic Minority Background). The largest broad ethnic group is Black/African/Caribbean/Black British at 26.9%. This is more than double the London region (13.3%) and is between 7 and 8 times higher than England, at 3.5%. The next largest ethnic group in Southwark is Asian/Asian British, at 9.4% of the total population of Southwark. This is almost half the London region, and only 1.6pp higher than England. “Mixed/multiple ethnic groups” and “other ethnic groups” are roughly in line with London-wide figures, (at only 1.2pp and 0.1pp more than London as whole, respectively). However, these figures are between 2 and 3 times higher for London and Southwark compared with England.

Percentage of population by broad ethnic group  
2011

	White %	Mixed/ multiple ethnic groups %	Asian/ Asian British %	Black/ African/ Caribbean/ Black British %	Other ethnic group %
<b>Southwark</b>	54.2	6.2	9.4	26.9	3.3
<b>London</b>	59.8	5.0	18.5	13.3	3.4
<b>England</b>	85.4	2.3	7.8	3.5	1.0

Source: 2011 Census, Office for National Statistics <sup>8</sup>

1.2.8. 36.5% of Southwark's residents were born outside the UK. This is 2.9pp lower than inner London as a whole, and 0.7pp higher than London as a whole. The largest migrant population in Southwark is Nigerian, representing 4.7% of the population. The second largest is immigrant population is Jamaican, at 2.0%. Third are Irish, at 1.7%.

1.2.9. The main language for 19.6% of people age 3 years and over is something other than English. This is below the inner London rate of 25.2% and the London-wide figure of 22.1%<sup>9</sup>. This translates into 10.9% of households not having a member whose main language is English.<sup>10</sup>

### Density

1.2.10. Southwark has an average of 10,173 people per sq. km<sup>11</sup>. This is roughly in line with the inner London average of just below 10,410 people per sq. km. This is a slight increase (of 1.8%) on the 2001 figure of 9,990 people per sq. km. Southwark's population density is almost double that of the London average. Southwark and inner London's population density is roughly 25 times that of England as a whole.<sup>12</sup>

1.2.11. The boundaries of Southwark cover 2,886 hectares. The number of people per hectare is 105.5 (the inner London figure being 106.4). London as a whole is 54.3 people per hectare.<sup>13</sup>

## Faith

1.2.12. The majority of residents in Southwark who stated their religion in the 2011 Census were of Christian faith (52.5%) with the second highest category being 'No religion' (26.7%). By comparison 48% were of Christian faith in London and 59% nationally, with 21% of London residents expressing no religion and 24.7% nationally.<sup>14</sup>

## Deprivation

1.2.13. The Indices of Multiple Deprivation (IMD) 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 of roughly 1,500 residents (called Lower Super Output Areas - LSOAs) in England. This allows each area to be ranked relative to one another according to their level of deprivation.

1.2.14. Overall, Southwark ranked as 41<sup>st</sup> most deprived borough out of the 326 local authorities in England. This is a relative improvement from previous rankings when Southwark was ranked 26<sup>th</sup> in 2007. Southwark moved from 6<sup>th</sup> most deprived borough in London in 2004, to 9<sup>th</sup> in 2007, to 10<sup>th</sup> in 2010. 16 LSOAs (10%) in 2007 in Southwark fell within the 10% most deprived in England compared with 4 LSOAs (2%) in 2010. These are in East Walworth, South Bermondsey, Nunhead and the northern part of Livesey. The number of 20% most deprived LSOAs in Southwark fell from 79 (48%) in 2007 to 54 LSOAs (33%) in 2010. In terms of smaller pockets (LSOAs) our most deprived is only 148<sup>th</sup> lowest ranked in London and 1,853<sup>rd</sup> nationally. Amongst the 10% most deprived nationally, 12 LSOAs in Southwark improved their deprivation ranking, whilst only one worsened between 2007 and 2010. Figure 2 represents the IMD for Southwark.

## IMD Indicators

1.2.15. The 2010 IMD is grouped into broad indicators, or domains, each of which is compiled from a number of sub-domains, some of which are described below, along with a summary of Southwark's ranking.

- ***Income deprivation (including numbers of adults and children on a range of benefits):***

Southwark is ranked as 25<sup>th</sup> most deprived borough in England compared to 18<sup>th</sup> in 2007.

- ***Employment deprivation (including numbers on a range of out of work benefits):***

Southwark is ranked 33rd in England compared with 22<sup>nd</sup> in 2007. In London it was ranked 4<sup>th</sup> most deprived borough compared with 2<sup>nd</sup> in London in 2007.

- ***Health and disability (including figures on standardised measures of morbidity, disability and premature death):***

Although the percentage of Super Output Areas (SOA) in the 10% most deprived increased from 2.42% in 2007 to 4.24% in 2010, the percentage of SOAs in the 20-30% most deprived fell by 20.61% (from 56.36% in 2007 to 35.76% in 2010). Four of Southwark's SOAs were in the 80-100% least deprived in 2007, which increased to 10 SOAs in 2010.

- ***Education, skills and training (including a range of school attainment figures for children and young people and those for adults with few/no qualifications):***

There was a general improvement in Southwark's education, skills and training ranking between 2007 and 2010, with all LSOAs in Brunswick Park and Rotherhithe wards improving between the two IMD periods. Livesey, Newington and Peckham wards also had more than three quarters of its LSOAs improving their ranking over this period.

Whilst College ward had improvements in more than half of its LSOAs, it also saw an increase in relative deprivation in three of its LSOAs. One LSOA in Camberwell Green ward became three deciles more deprived in this domain.

Over one third of LSOAs in South Bermondsey ward were in the bottom 30% nationally, followed by Grange ward which had one quarter of LSOAs falling into the bottom 30% nationally. Nearly all LSOAs in Village ward and over half the LSOAs in both Peckham Rye and Surrey Docks were in the 80-100% deciles.

- ***Barriers to housing and other services (including the accessibility of housing and proximity of key local services):***

Housing is a poorly performing category for Southwark with only six LSOAs not falling into the 20% most deprived nationally. Southwark now ranks 25<sup>th</sup> most deprived borough, moving from 19<sup>th</sup> in 2007. Most LSOAs remain in the most deprived 20% in England, although 32 LSOAs moved from the most deprived 20% to the second most deprived.

- ***Crime levels (including figures for recorded crime in four key areas: violence, burglary, theft and criminal damage):***

In 2007, 29 (17.6%) of Southwark's 165 LSOAs were in the 5% most deprived nationally, ranking Southwark at 15<sup>th</sup> on the crime ranking. This compares with only 14 (8.5%) of Southwark's LSOAs being in the 5% most deprived in 2010. Southwark's ranking has improved from 15<sup>th</sup> in 2007 to 50<sup>th</sup> in 2010. Within London, it is now the eighth highest ranked.

Overall, 92 of Southwark's LSOAs (55.8%) improved their crime rankings. These improvements were most notably in Camberwell, Dulwich and Rotherhithe. The areas with worse rankings than in 2007 are to the north of the borough, in Bermondsey and Walworth.

- ***Living Environment (includes separate scores for the quality of indoor living environment and outside living environment):***

Overall, Southwark is the 9<sup>th</sup> worst ranked borough in terms of living environment. Southwark's indoor living environment (housing quality) score is generally in the 10-50% most deprived. However, the majority of the borough's outdoor environment is in the 5% most deprived in England.

### **Indices of Deprivation Affecting Older People Index (IDAOPI) 2010**

1.2.16. About a quarter (45) of Southwark's 165 LSOAs fall within the 10% most deprived nationally. When considering the 30% most deprived nationally, 129 or four fifths of Southwark's LSOAs fall within this category. There is significant deprivation in all wards other than the most southerly wards College, Village, East Dulwich and Peckham Rye.

### **Indices of Deprivation Affecting Children Index (IDACI) 2010 Analysis**

1.2.17. The IDACI is a subset of the Income Deprivation Domain and shows the proportion of children in each LSOA that live in families that are income deprived (i.e. in receipt of Income Support, income-based Jobseeker's Allowance, Pension Credit (Guarantee) or Child Tax Credit below a given threshold).

- Between 2007 and 2010, Southwark's proportion of children under 16 years living in deprivation decreased from 43% to 37%. Despite this improvement, two thirds of LSOAs were in the bottom 20% decile in London, and almost one quarter of all LSOAs were in the bottom 10% nationally.
- Eight Southwark wards had all LSOAs falling into the bottom 30% nationally, with only East Dulwich and Village wards having no LSOAs in the bottom 30%. The pockets of greatest deprivation were in the middle/north-east of the borough. Livesey ward had the largest proportion of most deprived LSOAs (88%), with Rotherhithe and South Bermondsey wards both having half of LSOAs in the bottom 30% in Southwark.
- Bermondsey and Rotherhithe Community Council had the highest number of the 10% deprived deciles but Peckham and Nunhead Community Council had the overall highest proportion of LSOAs in the bottom 30% for Southwark.

- Around 40% of LSOAs decreased in their deprivation between 2007 and 2010, with eight LSOAs improving by 2 deciles.
- East Dulwich and Riverside wards improved the most between the two time periods, with five LSOAs in each improving by at least one decile. The Lane ward had two LSOAs which improved by two deciles and two LSOAs in The Lane ward improved by two deciles.
- Dulwich Community Council had the largest overall improvement, with nearly three quarters of LSOAs becoming less deprived by at least one decile. Despite these improvements however, Dulwich Community Council also had the highest proportion of LSOAs which became more deprived (10%, 2 LSOAs).

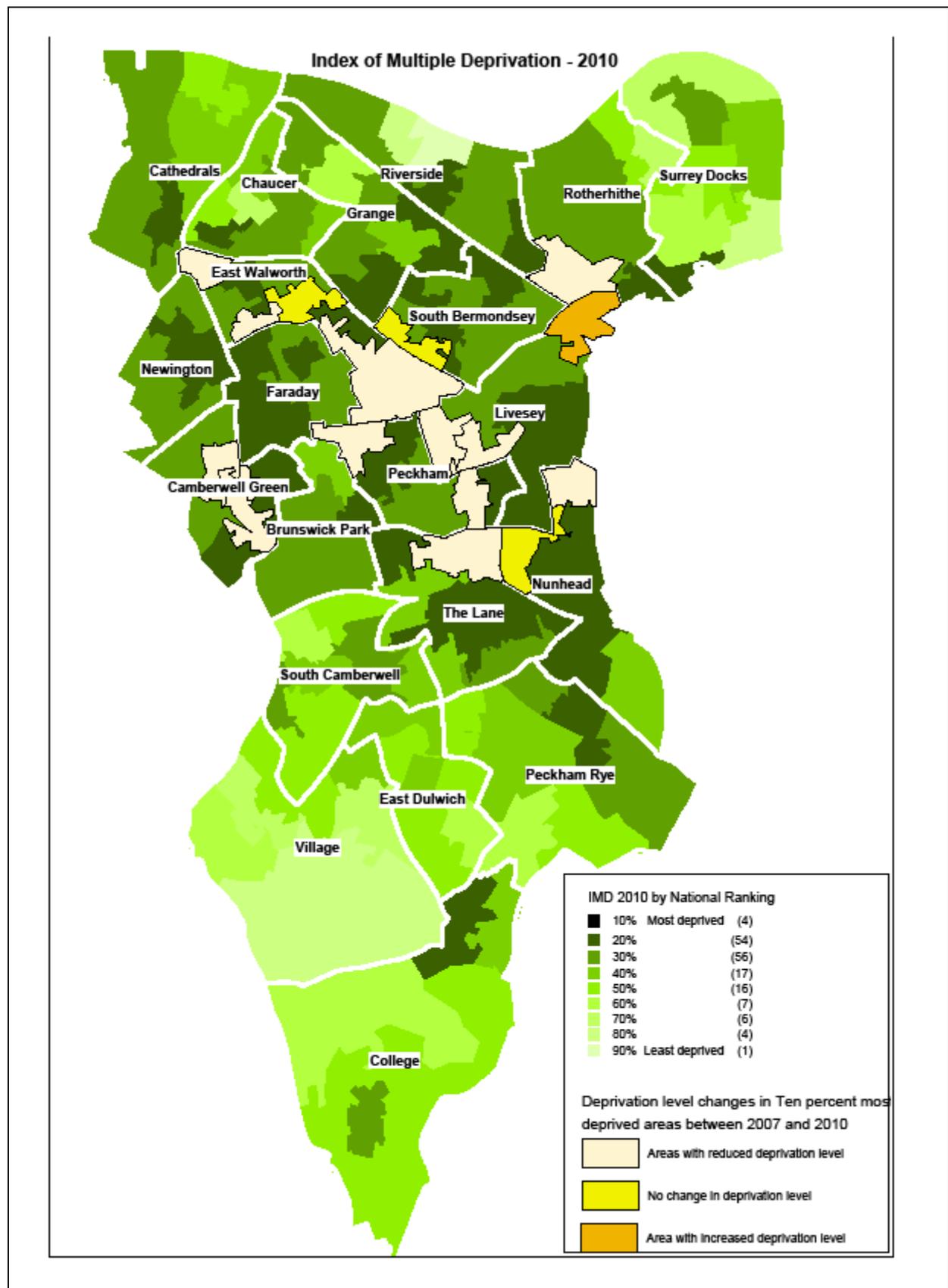


Figure 2

## **Housing**

### **House Prices**

1.2.18. London and Southwark's growing population has serious implications for housing. The increased demand for housing means effects on affordability and overcrowding. In 2013 the average house price in Southwark was £347,500<sup>16</sup>. This compares favourably with the inner London average of £400,000, however Southwark's average house price is more expensive than the London average of £321,000. Across England as a whole, the average house price was £187,000. This makes the cost of buying a house in Southwark around 1.85 times more expensive than in the rest of the UK.

### **Southwark's housing stock and tenure**

1.2.19. Southwark Council is one of the largest landlords in the UK, being responsible for 39,780 dwellings within its boundaries. This equates to 32% of the total number of homes in the borough. This is a significantly higher proportion than Greater London as a whole, where 12.2% of the total housing stock is owned and managed by local authorities.<sup>17</sup>

1.2.20. In 2011, 30.6% of the 39,780 council homes in Southwark fell below the government's "decent homes standard." This equates to 12,173 dwellings. Again this is significantly higher than the London-wide figure of 22.4% of council homes falling below the "decent homes standard."<sup>18</sup>

1.2.21. Housing provided by registered social landlords (RSLs), such as Housing Associations, make up 12.5% of the borough's housing stock, at 15,530 dwellings. This is roughly inline with the London-wide figure of 11.4% of the city's housing stock<sup>19</sup>.

1.2.22. The largest proportion of housing in Southwark is taken up by private dwellings, including owner-occupied and private rented housing, with 69,010 homes making up 55.5% of the total number of homes in the borough. This is significantly less than the London-wide figure of 76%, and England as a whole where 82.2% of housing is privately owned.<sup>20</sup>

1.2.23. 32% of private dwellings are owner-occupied, while 23.5% are rented to private tenants. This compares with a much higher 51% owner occupied and similar 24% private rented for London as a whole.<sup>21</sup>

1.2.24. Flats are the dominant housing typology in Southwark, comprising over 75% of the borough's stock, with one and two-bed units make up two thirds of the stock. More than 30% of dwellings were built after 1972.<sup>22</sup>

### **New build homes (Use Class C3) in Southwark**

- 1.2.25. Since 2011, the Mayor of London has expected Southwark to meet a target of 2005 net new homes every year up to 2021 to make a total of 20,050<sup>23</sup>. This includes new-build, conventional, self contained homes as well as non-conventional, non-self contained homes such as hostels, HMOs, care homes and student housing. For some boroughs, the Mayor expects empty homes bought back into use to count towards meeting their target. In prescribing his targets, the Mayor did not expect Southwark to deliver any new homes from bringing empty units back into use. However Southwark has consistently delivered new homes this way each year regardless. During each year since 2004/05, Southwark has bought an average of 157 empty homes back into use<sup>24</sup>.
- 1.2.26. To meet the housing target an average of 1875 (or 94%) of the 2005 are expected to be conventional, self contained homes. The remaining 130 homes (or 6%), according to the Mayor of London, are expected to be non-conventional, non-self contained homes, such as student housing<sup>25</sup>.
- 1.2.27. In the past three years, Southwark has only met its target of 2005 once, in 2012/13, with 2008 new homes completed in the borough. However, this was not split by the expected 94% conventional/ 6% non-conventional. Not only were there 138 empty homes bought back (which are not included in the Mayor's target for Southwark) but only 1,069 self contained homes were completed, alongside 801 non-conventional homes<sup>26</sup>. This represents a proportional split of 7% for empty homes bought back into use, 53% for conventional homes completed and 40% of non-conventional (student housing). It is acknowledged that 2012/13 was an unusually high year for the completion of non-conventional (student) homes. Since 2011/12 the average amount of student housing delivered each year has been over half the 2012/13 amount, at 356 student rooms a year.
- 1.2.28. Last year Southwark saw 1,651 new conventional homes completed in the borough, which was the highest of all the London boroughs. 156 empty homes were bought back into use, and 7 non-conventional homes were completed. This gave an overall number of 1814<sup>27</sup>.

1.2.29. However, looking at the past three financial years as a whole, (2011/12, 2012/13 and 2013/14) Southwark has delivered the highest number of total conventional homes, the highest number of affordable homes (including shared-ownership, affordable rent and social rent) and the highest number of social rented homes out of all the London boroughs<sup>28</sup>.

1.2.30. The draft Further Alterations to the London Plan (FALP) has prescribed Southwark with an increased target of 2,736 new homes per year<sup>29</sup>.

### **Affordable housing and family-sized housing**

1.2.31. Southwark's housing needs were most recently assessed in the South East London Strategic Housing Market Assessment (SHMA) 2014, which looked at the South East London sub-region as a whole. The SHMA 2014 recognised that the largest demand for housing in Southwark is for family and affordable housing, particularly social rented housing. In 2013, average house price in Southwark was 12.8 times the average full-time worker's earnings. This is higher than the London average of 11.8 times earnings.

1.2.32. Southwark has over 18,400 overcrowded households, representing over 15% of the borough's households. Almost 3% of these households fell into the "severely overcrowded" capacity, being two or more bedrooms short of need. In 2013 there were 761 households classed as homeless and in temporary accommodation. The SHMA estimates an additional 2,232 households will have affordable housing need in the future. This is from newly formed households unable to buy on the open market as well as existing household falling into need due to changing circumstances. Southwark also has a backlog of over 19,000 households with an unmet need for affordable housing, with over 16,000 of these being overcrowded households. Overcrowding is known to have a negative effect, particularly with children, on physical health and mental well-being.<sup>30</sup>

1.2.33. The SHMA surmises that to meet the existing and future affordable housing need Southwark need to deliver around 800 affordable units per year. 67% of this figure would meet needs through being intermediate housing. According to the SHMA, the largest demand is for three and four bed units in the social and affordable rented sector. There is no additional requirement for one-bed units in the social and affordable rented sector. In the intermediate sector the greatest demand is for two-bedroom units.

1.2.34. Since 2011/12, the yearly average number of affordable homes completed in Southwark was 496. This is 62% of the estimated need as identified in the SHMA. 496 new build affordable conventional homes equates to 39% of all new conventional homes built each year. Of this 39%, 26% have been for social rent. Since 2011/12, 35% of all new build affordable units in Southwark were family sized (three-bedrooms or more), at 515 family-sized affordable units of 1488 affordable units. 897 family sized units (market and affordable) have been delivered as part of the total 3808 units delivered since 2011/12, representing 24%.<sup>31</sup>

### **Housing to meet specific-needs**

1.2.35. Southwark is projected to have a 63% increase in the number of people aged 65+ between 2012 and 2032. There is also a 73% projected increase in the number of people aged 85+. Southwark has a below average supply of specialised elderly accommodation (compared with the average for South East London). 33% of elderly households in the borough are owner-occupied while 61% are in the social rented sector. Southwark has fewer elderly people with mobility issues than other South East London boroughs (with around 4,200) however this group is expected to increase by 17% between 2012 and 2020.<sup>32</sup>

1.2.36. Over the same period, the number of working age people with serious physical disability is expected to increase by 23% from 3,600 to almost 4,450. Current unmet need for wheelchair housing stands at close to 550 households.<sup>33</sup>

1.2.37. Of the 4,300 students living in halls of residence in South East London, more than half were in Southwark.<sup>34</sup> Over the past 10 years, close to 1,800 student rooms have been delivered in Southwark each year, with over 1000 of these completed since 2011/12.<sup>35</sup>

1.2.38. Together with Lewisham, Southwark has the most ethnically diverse population in the South East London sub-region. The borough has a significant number of African households. Compared to the population as a whole, a very high proportion of Black households (70%) are housed in the social/affordable rented sector and a small proportion of this group (17%) is in owner-occupation. A greater proportion of White households in Southwark are in the 64+ age group compared to the other ethnic groups in the borough.<sup>36</sup>

### **Social Infrastructure** **Education, Skills and Training**

- 1.2.39. There are significant disparities in educational attainment and skills in Southwark. In 2012, 9.4% of people aged between 16 and 64 had no qualifications. This was a higher percentage than in London as a whole. However, the trend was downwards and Southwark's percentage had dropped 1.4% since 2009 (data source: Office for National Statistics/Nomis).
- 1.2.40. During the school year Sep 2011–Aug 2012 in Southwark, 60% of pupils at the end of KS4 were achieving 5+ A\*-C grades including English and Mathematics. This proportion was less than in London as a whole (62.5%). The proportion of boys achieving these standards (55%) was significantly lower than girls (65%) (data source: Department for Education).
- 1.2.41. However, it was also the case that in 2012 a higher percentage of people aged 16 to 64 in Southwark had achieved a Level 3 NVQ qualification (66.4%) than in London as a whole (63.2%). The disparity was greater at NVQ Level 4 with 55.5% of Southwark's population aged 16 to 64 attaining that standard, compared to only 47.6% in London and 34.2% in England (data source: Department for Business, Innovation and Skills).
- 1.2.42. In 2012, the proportion of 16 to 18 year-olds NEET (not in education, employment or training) in Southwark was 7.7% compared to 4.7% in London (data source: Department for Education).
- 1.2.43. The New Southwark Plan will need to support Southwark's aims of improving educational attainment, skills and aspirations of residents

### **School Redevelopment and Expansion**

- 1.2.44. A school places strategy update to Southwark's cabinet in July 2014 reported that an additional 1,080 extra primary school reception places were created between 2009 and 2013 and that further places will be in place by September 2015 and 2016. Demand for primary places, particularly in the north of the borough, continues to rise. Further work is being undertaken by the council to ensure that additional places are available as demand rises.

1.2.45. The same cabinet report noted that whilst there is currently an overall surplus of secondary school places, a further 11 forms of entry (FE) for Year 7 pupils is forecast to be required across the borough by September 2018 with this rising to a further 19 FE by September 2019. Work is already underway across our existing secondary schools to assist and facilitate expansion so that many of our oversubscribed schools will be able to accommodate more students in the years ahead. In addition, the council is committed to opening a new secondary school in East Dulwich. Furthermore, the need for another new secondary school from September 2019 will be actively kept under review to enable delivery in an appropriate timescale.

### **Health Baseline**

1.2.46. Southwark's Joint Health and Wellbeing Strategy 2013-14 reported that in general, health and wellbeing outcomes are improving for Southwark's residents, although significant inequalities remain. There are significant contrasts of poverty and wealth, with deprivation concentrated in the areas between the more affluent strip close to the river and Dulwich in the south. The majority of wards in Southwark, for example, appear in the bottom quarter in England for wellbeing scores, with only three ranking better than the national average for wellbeing.

1.2.47. Major health indicators such as mortality and life expectancy have improved (life expectancy at birth for males is 77.8 years compared to 78.6 years in London and 82.9 years for females compared to 83.1 years in London, January 2007-December 2009, ONS), although significant inequalities are evident across the population. The difference in life expectancy, for example, between the worst off and best off is 9.5 years for men and 6.9 years for women.

1.2.48. The number of deaths every year is falling, with the borough's rate now broadly in line with London's average. Despite overall numbers falling, deaths from lung cancer are rising, and the incidence and mortality for cervical cancer, although improving, remains worse than the national average. Major risk factors in early deaths include smoking, obesity, sedentary lifestyles and poor management of long term conditions such as hypertension or diabetes, all of which are impacted by ethnic and socio-economic factors.

1.2.49. Nearly half of local adults, however, say they do no sport or active recreational pursuits, and these increasingly sedentary lifestyles are contributing to growing numbers of people with diabetes – there are estimated to be around 19,500 people with diabetes locally. In addition, the rates of obesity in childhood remain among the worst in London (the prevalence of obese children in year 6 in Southwark is 26.5% compared to 21.9% in London and 19% in England, September 2010-August 2011, ONS).

- 1.2.50. Poor mental health also has a significant impact on physical health. There is a greater concentration of mental health need in the centre of the borough than in the north or the south, corresponding both to higher levels of deprivation, and lower levels of employment (overall the ONS reports 8,751 accessing NHS specialist mental health services in the year April 2010-March 2011).
- 1.2.51. Southwark's children and young people are in the main in good health. There are, however, high levels of child poverty, Southwark scores poorly on the index of wellbeing for children, and infant and child mortality are worse than the national average (infant mortality rates in Southwark are 5.3 per 1,000 live births compared to 4.4 per 1,000 in London and England, January 2008 to December 2010, ONS). In addition, although rates for key immunisations, such as diphtheria, tetanus, MMR and whooping cough, have improved in Southwark, they are still lower than for the rest of the country.
- 1.2.52. Southwark has fewer numbers of older people than the rest of London, although this is predicted to rise – with an extra 900 people aged 85 or over expected by 2020, which is an increase of nearly 30% on current levels. The number of people with disabilities and learning difficulties is also rising steadily, with those under 65 years predicted to increase to around 20,000 by 2025.
- 1.2.53. An ageing population brings health challenges, with the estimated 12,500 over-65s in Southwark living with a long term illness rising to over 17,000 by 2025. The borough has a higher prevalence of long term conditions for older people than national or London figures, which may reflect ethnic diversity and higher levels of deprivation. In addition, there are estimated to be around 1,800 people living with dementia, a figure that is predicted to rise by around 300 by 2020.

#### **Health floor space delivered**

- 1.2.54. Between 2004-14, there was a net gain of over 1,900 sqm of health (D1) floor space delivered in Southwark. Significant gains included Southwark's child development centre, Sunshine House, SE5, which delivered over 3,300 sqm of health-D1 floor space on completion in 2007-08. More recently, a new health facility of 1,500 sqm opened in August 2014 on the Downtown site, Rotherhithe.

#### **Community Uses**

- 1.2.55. Growth in homes and jobs also generates a need for other community facilities including nursery and childcare space, premises for faith groups, libraries, museums and cultural spaces etc.
- 1.2.56. In the last 10 years a number of these types of facilities have been approved or are under construction, including:

- Over 3,800sqm of nursery and child care space, including the 1,000sqm South Bermondsey Children's centre, on Tendra Road, SE1.
- Nearly 2,000sqm of floorspace for faith groups, including a facility of 2050sqm in Ruby Street completed in 2005/06, a facility of 1,114sqm on Congreve Street completed in 2010-11 and 846sqm of space on Spa Road, SE1 also completed in 2010-2011.
- A net total of over 6,800sqm of space which has been used for a variety of purposes including the new Canada Water Library, which also provides a café and performance space and the White Cube Gallery in an old warehouse on Bermondsey Street. There are also several projects in the pipeline including a new library in Camberwell due to open in 2015 and the renovation of the Walworth Town Hall, following the fire in 2013. The vision for the town hall building includes provision of an enhanced Newington Library space, a space for the display of the Cuming collection and Southwark museum, a flexible space that could be used for a variety of purposes including community and civic events, exhibitions and performances and facilities for marriage, civil partnership and citizenship ceremonies undertaken by the Southwark registrar's service.

## 1.3. ECONOMIC CONDITIONS

### Jobs and Businesses

- 1.3.1. In 2013, Southwark held over 197,000 “employee jobs” within its boundaries. This is an increase of 14% from the 2009 figure of 172,900. These figures however exclude self-employed people, government supported trainees and HM Forces. The total amount of jobs in Southwark came to 270,000 in 2012. This is up by 9% on the previous year in 2011, with 247,000 jobs in the borough.<sup>37</sup>
- 1.3.2. Over 99% of the businesses in Southwark are micro and small-to-medium sized enterprises. This equated to a total of 12,575 micro-SMEs in 2014, having grown by 8% since 2011 from 11,670 businesses. The largest increase was in small-sized businesses (employing 10-49 people), which grew by 20% from 1,150 to 1,380. Medium sized-businesses (employing 50-249 people) grew by 15%, from 270 to 310, while micro-businesses (1 to 9 people) grew by 6% from 10,250 in 2011 to 10,885. Large businesses (employing 250 people or more) account for 0.7% of the borough’s total, at 85. The total number of businesses in Southwark is 12,660.<sup>38</sup>

### Economic Activity/Inactivity

- 1.3.3. Nearly two thirds (74%) of people in Southwark are aged 16-64 i.e. the age where they can be economically active. Of this percentage, 78% of 16-64 year olds are economically active. Of this 78%, 8% are unemployed, which is 1% higher than the London average. 71% of Southwark’s working age population are employed, and of this 11% were self employed.<sup>39</sup>
- 1.3.4. The comparison of employment statistics between genders reveals that the proportion of females in employment is consistently less than males, either as employees or self employed. For example, 75% of economically active males in Southwark are in employment, compared with 66% of females. The difference between genders in the proportion of people that are employees (as opposed to self-employed) isn’t so stark, with 60% of males, compared to 58% of females. However, 14% of economically active males are self employed, which is double the proportion of economically active females that are self employed, at 7%.<sup>40</sup>
- 1.3.5. This is in contrast to the London-wide figures, where there is a higher proportion of economically active males employed than in Southwark, while there is a lower proportion of economically active females employed in London than in Southwark. The proportion of economically active females that are unemployed is less than males, at 9% vs. 10%.<sup>41</sup>

- 1.3.6. The largest sector of employment in Southwark is “professional occupations.” This amounts to 30% of all jobs in the borough. This is 6% higher than London as a whole and 10% higher than Great Britain as a whole. This is followed by “associate technical and professional”, at 21%.The third largest is “managers, directors and senior official,” making up 11% of employment in the borough.<sup>42</sup>
- 1.3.7. The proportion of people with NVQ level qualifications has consistently increased in Southwark in recent years. 56% of people aged 16-64 have an NVQ level qualification at level 4 or above. 69% of people have achieved level 3 or above, 80% at level 2 and above, and 86% at level 1 and above. Since 2004, each of these levels has increased by between 18-19%. The proportion of people aged 16-64 with no qualifications dropped by almost half from 15% to 8% between 2004 and 2013.<sup>43</sup>
- 1.3.8. Several other occupation groups, namely “elementary occupations”, “caring leisure and other service occupations” and “administrative and secretarial” are all around 8-9%, making up the next largest sectors of employment in Southwark.<sup>44</sup>
- 1.3.9. In 2012 almost 79% of people in employment in Southwark were employed in the private sector, leaving 21% working in the public sector.<sup>45</sup> This is higher than the London-wide rate of 17% and the England-wide rate of 19%.
- 1.3.10. Of the 8% of unemployed people 3% were claiming job seekers allowance (JSA), compared with 2% for London and UK as a whole. This compares favourably with 6% in 2011. A third of the 3% claiming JSA had been doing so for more than one year.<sup>46</sup>
- 1.3.11. 22% of people aged 16-64 are economically inactive, accounting for 46,700 people. This compares closely with the London rate of also around 22%. The largest sections of the borough’s population that are economically inactive are 16,700 students, making up 36%. 24% are homebound with domestic and family duties (at 11,300 people) while over 19% are long term sick (9,100 people).<sup>47</sup>
- 1.3.12. In total, 13% of 16-64 year olds are claiming key out-of-work benefits, amounting to 28,810 people. As well as JSA, this includes disabled, lone parents, cares and the bereaved. Employment and Support Allowance and Incapacity Benefit make up the largest share of out of work benefits claimed in Southwark, at 6%. Compared with the London-wide figures, Southwark is higher by at most 2%. The figures for UK as a whole are generally higher than London and in some cases Southwark also.<sup>48</sup>

### **Supply and demand for office space (Use Class B1) in Southwark**

- 1.3.13. The Southwark Employment Land Review (2010) (ELR) distinguishes Southwark's office supply into two distinct markets: SE1 and local. The SE1 market, extending within the Central Activities Zone (CAZ) within Borough, Bankside and London Bridge and the northern area of Elephant and Castle is considered the prime office location in the borough. This is due in part to the proximity to other large corporations and high accessibility by public transport. This section of central London, outside of the wider West End, in the City of Westminster and the London Borough of Camden, combined with the financial centre of the City of London, is often known as the City Fringe.
- 1.3.14. The second, "local" market attracts small-to-medium sized businesses generally seeking more affordable office stock. The businesses that require such space typically provide services to other local businesses such as information technology companies, creative industries, public sector organisations and professional services.
- 1.3.15. The analysis of the local market showed that, although there is a supply of premises that could accommodate some of this demand for B1 office floor space, the quality of these premises does not meet the needs of potential occupiers. SMEs generally require flexible space and incubator units capable of possible expansion with premises with good visibility from the road, DDA compliance and good accessibility. The ELR identifies that the majority of SMEs are searching for premises between 200m and 500m<sup>49</sup>. There is currently a mismatch between supply and demand in the local office market, whereby the relatively low quality/older supply is not suited to the characteristics of demand i.e. good-quality modern units. This mismatch is set to continue owing to the lack of suitable developments in the pipeline and problems converting existing stock to higher grade provision.
- 1.3.16. The London Office Policy Review 2012 (LOPR) is the most recent in a series of independent reviews of office market trends commissioned by the GLA. It includes a review of office-based employment projections and office floor space need estimates to inform future alterations to the London Plan. The LOPR estimates future demand of between 430,000sqm and 599,000sqm of office space between 2011 and 2036<sup>50</sup> in Southwark. This is partly based on Southwark's total employee numbers increasing from 197,000 in 2013 to 227,000 in 2036, representing an increase of 15%.<sup>51</sup>
- 1.3.17. Between 2011/12 and 2013/14 a gross amount of 23,405 sqm of B1 floor space was delivered in the borough. Over 163,500 sqm is currently under construction, while 77,150sqm has planning permission.<sup>52</sup> Combined, this gives a pipeline figure of close to 241,000sqm. This equates to roughly half of the estimated demand as projected in the LOPR 2012 (2014 update). However, it is important to note that these figures are gross rather than net and only take into account planning permissions that add a gross amount of B1 floor space of 1,000 sqm or more.

1.3.18. Net figures for B1 office floorspace show an overall loss in the past three years. There has been an overall loss of over 15,000 sqm of B1 office floorspace in Southwark between 2011/12 to 2013/14.<sup>53</sup>

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1.3.19. The ELR suggests that there are a considerable and growing number of Small and Medium Enterprises (SMEs) that create 'localised' demand for B1 floor space in Southwark. The ELR projects a demand for an additional 25,000sqm to 30,000sqm of B1 office floor space in the borough from 2009 to 2026, purely to cater for the local office market in areas with good transport accessibility and supporting shops and services. Since 2010/11, over 16,000 sqm (gross) of B1a office floorspace has been delivered outside the CAZ. This translates to over 3,600sqm net.<sup>54</sup> This equates to an average of 5,400 sqm per year (gross) and over 1,200sqm (net) per year. Counting the net figure only, if this level of B1a floor space provision to continues, up to 2026, Southwark would have met only 58% of estimated minimum demand.

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1.3.20. With SMEs making up over 99% of businesses in Southwark, the council is conscious that a steady supply of flexible, modern office space under 500 sqm is required to meet demand. A recent success story, that has the potential to be replicated elsewhere in the borough, is the completion of the Clarence Centre for Enterprise and Innovation. Part of the London South Bank University campus in Elephant and Castle, this development offers flexible, "incubator" small business units while also housing the universities business and enterprise research teams, producing a symbiotic relationship between the two. The facility also includes retail, café and gallery space as well as landscaped open space.<sup>55</sup>

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- **Industrial/Warehouse and Distribution (Use Class B2 and B8)**

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1.3.21. Clusters of industrial and warehousing areas are focused around the major transport infrastructure in the borough. This includes the Old Kent Road (A2) in the north of the borough, leading from New Cross to Elephant and Castle, and the North Kent rail freight line (South East Bermondsey). Other established industrial areas include the Rotherhithe Road and Lovegrove Estates, Glengall Road and Mandela Way distribution/warehousing centre. There are also older self-contained clusters in the south of the borough such as Parkhouse Street.

1.3.22. The ELR confirms that the local market supply of industrial and warehouse property in the borough has been declining in recent years as land has been lost to other uses. This has occurred where there has been a lack of demand for sites/premises, mostly for B2 (industry), where they are outside the main employment areas. Despite the supply of industrial and manufacturing premises declining, there is still demand for new high specification B8 (warehousing and distribution) premises. The decline in B2 premises is linked to economic change and the trend of disappearing manufacturing companies from inner London. The increase in demand for B8 stock can be partly linked to the increase in the central London office market and its supply needs.

1.3.23. The 2014 Southwark Industrial and Warehousing Land Study acknowledges that there are structural changes to Southwark's industrial employment and use of industrial land. For example, the study found that the use of industrial sites in Southwark is diversifying, with a decline in the traditional manufacturing sector and (relatively) higher-value activities, which have a higher employment density and are focused on serving central London, are moving in their place. Businesses, primarily smaller, productive businesses are moving from other parts of London into Southwark, with certain clusters forming in certain areas. Technology, such as computer aided design and manufacturing is having a "democratising" effect, supporting a new generation of "makers." The study concludes that the presence of industrial land capacity should be seen as a significant positive in attracting this sector, which is seen to be a key component of London's future knowledge based economy. However, it is also acknowledged that the right type of industrial/employment floor space to meet the needs of this sector is in short supply in London, especially in locations with good accessibility.<sup>56</sup>

1.3.24. In 2006 the borough had approximately 389,000sqm of B2 floor space, with the majority located in the Old Kent Road and South East Bermondsey "preferred industrial locations" (PILs). In the same year Southwark contained approximately 602,000sqm of B8 floor space. In 2008 this reduced to 357,000sqm of B2 and 594,000sqm of B8.<sup>57</sup> The ELR estimates that Southwark can afford to release between 16.7ha and 23.7ha of industrial and warehousing land between 2011 and 2026. Between 2006 and 2010, the borough had already experienced a net loss of 24.9 hectares of B2/B8 land. The 2011-2031 quantum of industrial land release recommended for Southwark set out in the Mayor's Land for Industry and Transport SPG (2012) amounts to a further 25 ha over this period.<sup>58</sup>

### **Industrial/Warehouse and Distribution development**

1.3.25. Between 2011/12 and 2013/14 Southwark saw a net increase of 190 sqm of B2 floor space. Between 2004/05 and 2013/14 only one year (2006-07) saw a net loss of B2 floor space of close to 2000 sqm. 2009/10 and 2012/13 both saw net increases of over 1,400sqm and 190 sqm, respectively. No other years since 2004/05 saw a net change in B2 floor space provision.<sup>59</sup>

1.3.26. B8 (warehousing and distribution) floor space has seen significant losses over the past three financial years, with close to 29,000 sqm lost through redevelopment. This equates to 2.9ha and is below the suggested guideline release rate of between 1.1 ha and 1.5 ha per year. Southwark still protects this type of employment space through planning policy in the PILs. The majority of developments resulting in a B8 loss were outside of PILs. These developments included the creation of a mix of uses. This has included new provision of retail, offices, gallery space and/or homes. 15 of the 30 of the developments with a loss of B8 floor space completed in the past three financial years have been in the SE1 area. This includes development around Long Lane and Bermondsey Street, and change of use in some of the many railway arches and industrial estates.<sup>60</sup>

### **Retail and commercial floorspace**

1.3.27. Southwark has a total of close to 270,500 sqm of commercial floor space within its town centres and other undesignated clusters. 44% of the actual sales floor space in the borough is for food and convenience goods (essential every day items) shops, while 56% of retail floor space is for non-essential, comparison goods.<sup>61</sup> Southwark's town centres are partially defined by the existing amount of commercial floor space. These include:

- Mayor town centres: Peckham (50,000 sqm), Elephant and Castle/Walworth Road (69,000sqm) and Canada Water (37,000 sqm) or;
- District centres: Borough/Bankside/London Bridge (25,000 sqm), Camberwell (18,000 sqm) and Lordship Lane (in Dulwich) with 15,000 sqm) or;
- Local centres: Nunhead Green/Evelina Road, Dulwich Village or the Blue, Bermondsey

1.3.28. Excluding food stores, Southwark has around 60,000 sqm net of convenience sales floor space in its town centres, relatively evenly spread between them. Southwark is well served by convenience food “superstore” supermarkets (of over 2,500 sqm net), having five within it's boundaries as well as having 10 large supermarkets over 1,000 sqm net, and three between 500 sqm net and 1,000 sqm net.<sup>62</sup>

1.3.29. Comparison goods floor space (items such as clothes, shoes, music and books) is estimated to be approximately 93,100 sqm net across the borough. Peckham is the main centre for comparison goods floor space, taking 21% of the share. 18% lies in Elephant and Castle/Walworth Road, and 15% in Canada Water. Outside of the town centres Old Kent Road accounts for under 19% of comparison sales floor space.<sup>63</sup>

- 1.3.30. Peckham, Elephant and Castle/Walworth Road and Canada Water all have a similar proportion of comparison goods shops when compared with the national average. Borough/Bankside and London Bridge both have less than half the national average.<sup>64</sup>

### **Retail spending patterns and forecasts**

#### Convenience shopping

- 1.3.31. Across the borough, retention of convenience shopping expenditure is above 80%. This comparatively high figure means that 80% of the population's expenditure available for convenience goods is spent in Southwark, meaning Southwark successfully caters for every day needs, particularly considering the presence of large food stores just outside of Southwark's boundary in Lambeth and Lewisham.<sup>65</sup>

#### Comparison shopping:

- 1.3.32. The retention of comparison goods expenditure is lower than the convenience goods shopping expenditure because residents are willing to travel further to get a better deal on items. For example Southwark residents are drawn to the West End (defined in the London Plan as an "International Centre") and the "metropolitan centres" of Bromley and Croydon (with a significantly larger catchment area than any major centre in Southwark). In the south of the borough, 38% of resident's capacity for comparison goods expenditure is retained in the borough, compared with 61% in the north of the borough.<sup>66</sup>

### **Future retail expenditure and floor space demand**

- 1.3.33. Forecasts for spending on convenience goods in Southwark is set to increase by 22% from £1,185m in 2014 to £1,443m in 2031. Comparison goods spending is forecast to increase by 91% in the same period from £1,962m to £3,741m\*. Taking into account existing planning permissions and developments currently under construction, it is estimated that to meet demand up to 2031, an additional 310 sqm net of convenience floor space will need to be delivered in the borough each year. By 2031 this would total 5,280 sqm of net convenience goods floor space. To meet estimated demand for comparison goods floor space in the borough, it is proposed that an additional 25,422 sqm of net comparison goods floor space is delivered in the borough by 2031, equating to 1,500sqm each year.<sup>67</sup>

- 1.3.34. The Old Kent Road has been designated as an "opportunity area" by the Mayor of London in the Further Alterations to the London Plan (2015). This means the Mayor expects the area to accommodate a minimum of 2,500 new homes and 1,000 new jobs. Depending on the area's population in 2031, the area could potentially accommodate both convenience and comparison goods space.

\*It should be noted that comparison goods spending is forecast to increase more than convenience spending as the amount spent on food and beverage does not increase proportionately with disposable income, whereas spending on non-food goods is more closely linked to income.

### **Food/Beverage and Other Town Centre Uses**

- 1.3.35. Nationally, the proportion of units that are non-retail (i.e. including some A1 uses, as well as A3 - restaurants and cafes, A4 – drinking establishments, and A5 – hot food takeaways) has increased significantly in recent years, with a high demand for such services in town centres. The current national average for the proportional split between A1 (retail and non-retail) and other commercial A-Class uses is 77% versus 18%.<sup>69</sup>
- 1.3.36. In Southwark, there is currently a more balanced mix of commercial uses within the designated town centres. Peckham has the highest proportion of A1 retail (71%) and A1 non-retail but a low proportion of drinking establishments (1%). 66% of units in Elephant and Castle/Walworth Road are A1 (with 51% retail and 15% non-retail). There is a smaller proportion of A1 units in Canada Water town centre (at 57%). The district town centres have a higher proportion of units in A3/A4/A5 units, totalling 34.4% versus the major town centres' average of 19% and local centres' 23%. The current retention rate for food and beverage expenditure varies across the borough from 52% to 60% in different areas. While this is reasonably high, there is scope to increase the retention rate through new development.<sup>70</sup>
- 1.3.37. It is estimated that Southwark will need an additional 9,300 sqm (gross) of food and beverage floor space by 2031 to meet demand. Depending on the future population of the area and its potential designation within the town centre hierarchy, the Old Kent Road also has the potential to increase its food and beverage offering.
- 1.3.38. Use Class A2 equates to “financial and professional services.” This includes banks, building societies, estate agents and employment agencies as well as betting shops and pay day loan shops. They account for 9% of all units in Southwark's town centres. They make up a slightly higher proportion of units in district and local centres, at 10%, than in major centres where they occupy 8% of units.<sup>72</sup>
- 1.3.39. Southwark's 43 betting shops which are located within town centres account for 26% of all A2 uses and 2.4% of all A Class units. This is significantly higher than the national average of 1.5%. Peckham, Walworth Road, Camberwell and the Blue together have 28 betting shops between them, taking up the majority share of the borough's stock. 11 of Southwark's 15 payday loan shops are also concentrated in Peckham, Walworth and Camberwell.<sup>73</sup>

1.3.40. Southwark's 37 banks/building societies are concentrated in Peckham, Borough/Bankside and Camberwell, together having 18 of the 37 units in those town centres. Estate agents are also concentrated in Borough/Bankside and Camberwell, however the highest concentrations are in Canada Water and Lordship Lane. Together, these estate agents account for 36% of all A2 units in the borough's town centres, and 3.2% of all A Class units.<sup>74</sup>

### **Development of Commercial (Use Class A1, A2, A3, A4, A5) Floor Space**

1.3.41. Between 2011/12 and 2013/14 a net total of over 5,100 sqm of A1 floor space was delivered in the borough, giving an average of close to 1,600 sqm each year. During the same period, there was only 169 sqm of new build A2 floor space added in the borough in the same years. There was close to 1,200 sqm of new A3 floor space created, giving an average of close to 400sqm per year. There was a significant net loss of A4 floor space, with over 6,900 sqm lost between 2011/12 and 2013/14, equating to over 2,300 sqm per year.<sup>75</sup>

### **Hotels and Serviced Apartments**

1.3.42. With London being one of the most visited cities in the world, a significant part of its economy and employment capacity is defined by the tourism sector. To maintain this important part of the city's economy, it is essential that there are enough hotel rooms to meet demand. It is estimated that there were 112,300 serviced rooms in London in 2010<sup>76</sup>. The GLA's Hotel Demand Study (2006) showed that Southwark could expect to deliver 2,500 new hotel rooms between 2007 and 2026<sup>77</sup>. Between 2007/08 and 2013/14, 1,956 new hotel rooms (including serviced apartments) were delivered in the borough<sup>78</sup>, accounting for 78% of the estimated 20 year requirement in 7 years. An updated review on the supply and demand for hotel rooms has revised potential demand in Southwark's down to 1,800 rooms between 2013 and 2036<sup>79</sup>. This equates to an average of 138 rooms per year.

1.3.43. During 2013/14, two new hotels/serviced apartment complexes and two hotel expansions were completed, delivering a total of 172 rooms. Between 2011/12 and 2013/14, 7 new hotels/serviced apartment complexes were completed, and three existing hotels were expanded, bringing the total amount of rooms to 1,162. The overwhelming majority of these have been in the SE1 area, with large examples including Novotel on Blackfriars Road, the (Tate Modern) Premier Inn on Great Suffolk Street, and Citizen M on Lavington Street/Southwark Street. There are currently 1,281 hotel/serviced apartment rooms under construction in the borough, all in SE1.<sup>80</sup>

### **Commercial Leisure Uses**

1.3.44. Commercial leisure uses (also known as Use Class D2 – “assembly and leisure”) includes cinemas, theatres, bowling, bingo halls, health and fitness clubs. There is a high concentration of such uses in the north of the borough, particularly in a larger scale in Canada Water as part of the Surrey Quays Leisure Park. These types of uses and facilities can greatly enhance the liveability of a place and are an important part of the borough’s cultural and entertainment and leisure offering.

1.3.45. Southwark’s three cinemas are located at Surrey Quays Leisure Park, Peckham Multiplex and Short Wave in Bermondsey Square. There are currently two cinemas with planning permission in the borough in Dulwich in the south and as part of the redevelopment of the former Castle Industrial Estate on New Kent Road.

1.3.46. Southwark has a rich history of theatre. Theatres in Southwark include Shakespeare’s Globe, The Rose, The Union, The Unicorn, Coronet, Southwark Playhouse, Theatre Peckham and Menier Chocolate Factory. Southwark currently has two bowling facilities, the Hollywood Bowl in Surrey Quays and Palace Superbowl in Elephant and Castle, totalling 54 lanes. Southwark also has two bingo halls, in Elephant and Castle and Surrey Quays.

1.3.47. Health and fitness clubs have expanded rapidly as public awareness about personal fitness has increased. The provision of health and fitness facilities can be, amongst other factors, a key determinate in increasing the opportunity to improve health and well-being through regular exercise. Southwark is well served by health and fitness facilities evenly throughout the whole of the borough. In total there are 11 private health clubs alongside 8 Southwark Council operated leisure centres. The new Castle leisure centre at Elephant and Castle is currently being redeveloped and will open in spring 2015. Camberwell leisure centre was recently refurbished to provide improved facilities including a youth centre area.

1.3.48. Between 2011/12 and 2013/14 a net total of over 5,500 sqm of D2 floor space was provided in Southwark, equating to over 1,800 sqm per year. This includes four new gyms/health and fitness clubs which were delivered.<sup>81</sup>

## 1.4. ENVIRONMENT CONDITIONS

### Climate change and Carbon Dioxide

1.4.1. Available scientific evidence supports the current understanding that global warming causes climate change. If global emissions of greenhouse gases due to human activity continue at today's levels, then average global temperatures could rise by 4°C by as early as 2060 and up to 6°C by the end of this century<sup>i</sup>. This has an adverse impact on weather patterns (including rainfall intensities and frequencies), and effort needs to be made to address this.

1.4.2. Carbon is emitted when fossil fuels are burnt. The table below gives a breakdown of where Carbon emissions come from in the borough.

<b>Built Environment</b>	<b>84%</b>	<b>Transport</b>	<b>16%</b>
Work places	54%	Cars and motorcycles	8%
Homes	30%	Freight	4%
		Public transport	3%
		Taxis	1%

Source: Southwark Energy and Carbon Reduction Strategy 2011

1.4.3. In 2006, Southwark adopted a climate change strategy that aimed to reduce CO<sub>2</sub> emissions across the borough by 80% by 2050 and to pursue a decentralised energy strategy for the borough. Since then, climate change has risen considerably up the political agenda. In 2008, the government set legally binding reduction targets (34% by 2020 and 80% by 2050 on 1990 levels) and a new set of policies and financial mechanisms have been developed to effect the change required. However, since 2006 the economic downturn occurred and little movement has been recorded in the level of borough emissions. The council target set in 2006 was highly ambitious and based on optimistic assessments of the various energy reductions scenarios in existence at the time, and the capacity of the council and partners to deliver. Whilst the 2006 target remains the Council's long term goal, a set of interim targets were agreed by the Council in 2011, which reflect the current financial climate and give a clearer view of the energy reduction measures that are implementable in the medium term.

1.4.4. The proposed new targets are set out in the right hand column of the table below;

### CO<sub>2</sub> Baseline data

	Baseline (tCO <sub>2</sub> )	Current (tCO <sub>2</sub> )	Original target	Percentage Reduction to date	<b>New proposed target</b>
<b>Council operational estate and</b>	41,036	37,441	N/a	8.4%	<b>26.6% reduction by 2016</b>

<b>schools</b> (2008/9 baseline)					
<b>Council Housing</b> (2005 baseline)	202,800	187,850	N/a	6.7%	<b>15% by 2022</b>
<b>Borough</b> (2003 baseline)	1, 690 000	1, 671,020	80% reduction by 2050	1.1%	<b>22.4% reduction by 2020</b>

Source: Southwark Energy and Carbon Reduction Strategy 2011

1.4.5. The NPPF states that local planning authorities should support the move to a low carbon future and increase the use and supply of renewable and low carbon energy. This includes through a combination of energy efficiency, onsite energy supply and/or (where relevant) directly connected low carbon or renewable heat.

1.4.6. Overall, the most substantial emissions savings London can make will come from initiatives to decarbonise its energy supply and to reduce the emissions from the existing building stock.

1.4.7. The Mayor supports the greater use of renewable and low carbon generation technologies, and has set a target for London to generate 25 per cent of its heat and power requirements through the use of local, decentralised energy (DE) systems by 2025. DE generates power at point of use, making more efficient use of primary energy by utilising generated heat that would otherwise be wasted in large-scale thermal power generation plants. The scale of opportunity can vary from Combing Heat and Power (CHP) systems on specific development sites, through town centre wide district energy projects.

1.4.8. A number of new heat networks or district heating schemes are being actively explored in the borough, in particular where there are large scale regenerations schemes – Elephant and Castle zero carbon growth/ the Aylesbury regeneration, north Southwark (SBEG) and a heat pipe to utilise waste heat from the SELCHP incinerator and displace the gas currently used to heat five Council estates. As part of a project to develop a heat map for the capital, the London Development Agency/ GLA identified the following areas as being particularly suited for new district heating schemes: Canada Water; North Southwark; Bermondsey; Southampton Way Spa; Camberwell; Surrey Gardens; Peckham.

1.4.9. All new major developments are expected to meet the targets set out below. These targets are expressed as minimum improvements over the Target Emission Rate (TER) outlined in the national Building Regulations leading to zero carbon residential buildings from 2016 and zero carbon non-domestic buildings from 2019.

**Residential buildings:**

Year	Improvement on 2013 Building Regulations
2013 – 2016	35 per cent
2016 – 2031	Zero carbon

**Non-domestic buildings:**

Year	Improvement on 2013 Building Regulations
2013 – 2016	35 per cent
2016 – 2019	50%
2019 – 2031	Zero carbon

1.4.10. The Mayor has outlined in the Climate Change Mitigation and Energy Strategy projections for the installation of different renewable energy technologies to increase London's generation of both electricity and heat from such sources up to 2031. The Government has adopted a UK wide target for 15 per cent of total energy to be generated by renewable sources by 2020, and these projections represent London's contribution to this 2020 target and beyond. In Southwark, there is a presumption that all major development proposals will seek to reduce carbon dioxide emissions by at least 20 per cent through the use of on-site renewable energy generation wherever feasible. Development proposals should seek to utilise renewable energy technologies such as: biomass heating; cooling and electricity; renewable energy from waste; photovoltaics; solar water heating; wind and heat pumps.

1.4.11. National Grid's high voltage electricity overhead transmission lines / underground cables within Southwark's administrative area form an essential part of the electricity transmission network in England and Wales including a 275kV underground cable from Newcross substation (on the Old Kent Road) in Southwark to Wimbledon substation in Wandsworth as well as existing gas holders on the same site on the Old Kent Road.

1.4.12. London's transport-related CO<sub>2</sub> emissions are predicted to fall by 16% by 2025, despite projected population and employment growth in excess of 10%. Drivers of this reduction include the on-going long-term trend of vehicle fuel efficiency improvements driven by EU legislation, regional measures to drive modal shift, the decarbonisation of grid electricity and related incentives for electric vehicles and UK policy to increase the share of bio-fuel in transport fuel from 5 to 10% in the lead up to the 2020 renewables target. The council already has a comprehensive focus on encouraging modal shift. This includes managing demand via car clubs, investing in cycling and walking infrastructure, cycle parking and working with public transport providers; encouraging sustainable travel choices through school and workplace travel plans and encouraging smarter driving to reduce emissions and improve air quality.

1.4.13. With 86.5% of the borough's carbon emissions not directly controlled by the Council, meeting CO<sub>2</sub> reduction targets will only be fully achieved by influencing the borough's businesses, residents, landlords and building owners.

1.4.14. The scale of regeneration and estate renewal planned across the borough means that housing and commercial uses in particular will need to make a very large contribution to achieving our climate change targets. The Core Strategy requires new housing to meet Code level 4 and commercial development to meet BREEAM 'excellent'. Meeting these targets will help achieve Government targets to reduce CO<sub>2</sub> emissions from new development in accordance with the building regulations.

### **Water resources and quality**

1.4.15. London's consumption of water already outstrips available supplies in dry years and ensuring a sustainable and secure water supply has to be an urgent priority. Some steps have already been taken. To remain sustainable London needs to reduce the level of water consumption per person. Currently the average Londoner consumes 164 litres/day (l/d) around 20 l/d, above the national average of 150 l/d. Projections for population growth in London and in the wider south-east will mean that new strategic water resources will be required. The need for this is exacerbated by the climate change predictions of more sporadic and intense rainfall and a higher likelihood of droughts, as well as the need to protect the water environment following Water Framework Directive requirements.

1.4.16. Thames Water currently supplies water to Southwark. Thirty-five per cent of the water Thames water supplies is pumped from natural underground reservoirs called aquifers. The other 65 per cent is pumped from rivers. However, the vast majority of river water is supplied from aquifers, making groundwater the most important source of water.

1.4.17. Currently, all mains water is treated to drinking standard. This is an expensive and energy intensive process, particularly considering that at least 40% of water consumed in homes and workplaces does not need to be of drinkable quality (for example water used for flushing toilets, washing laundry and watering parks and gardens). The current policy target for major housing development is to achieve a potable water use target of 105 litres per person per day.

1.4.18. The council is committed to implementing initiatives to reduce water demand which would include implementing methods for efficiently using local groundwater resources where possible for non-potable uses across the borough.

1.4.19. Influencing consumer behaviour is recognised as being vital to the success of an integrated water management programme and in this regard the Council are working closely with the GLA, the Environment Agency, Thames Water and its community to promote water saving schemes and education programmes. In addition, initiatives to eliminate leakage associated with aged pipe work are planned. There will also need to be significant investment in new potable and non-potable water distribution mains.

### **Waste management**

1.4.20. Government has set targets for local authorities to increase recycling rates and reduce the amount of waste going to landfill. The Mayor has also set waste targets for boroughs through the London Plan including the need to allocate enough land to process at least 243,000 tonnes (municipal as well as commercial) of waste by 2016, at least 275,000 tonnes by 2021 and at least 343,000 tonnes of waste by 2031. This will help meet the London-wide target of processing at least 85% of the city's waste within London by 2020.

1.4.21. Southwark's Waste Management Strategy, 2003-2021 sets out the council's proposals for moving Southwark towards more sustainable waste management. The key features include:

- A reduction in the amount of municipal solid waste generated in Southwark to below 3% by 2005, and below 2% by 2010. In real terms, due to population growth the absolute amount of waste will rise but the strategy aims to deliver a decrease in the actual rate of growth.
- Achievement of 30% recycling and composting standards for household waste by 2010-11 and 40% by 2015-16 and 50% standards by 2020-21
- Recovery of value from 45% of municipal solid waste by 2010-11, 67% by 2015-16 and 75% by 2020-21.

#### Current performance

	2010/11	2011/12	2012/13
Total household waste collected (tonnes)	110,236	106,121	111,081
Recycling and composting rate (%)	25.14%	27.43%	30.41%
Amount of municipal waste diverted from landfill (recovery rate %)	63.34%	79.65%	69.49%

1.4.22. To help deliver the council's strategic goals, a 25 year PFI contract was entered into in 2008 between the council and Veolia Environmental Services. Under the terms of the integrated contract, Veolia undertake all our waste and recycling collection, treatment and disposal operations.

1.4.23. In addition, a state of the art integrated waste management facility is now in operation on the Old Kent Road, and is being operated by Veolia. It is providing the required improvement in waste infrastructure identified by the council in its strategy. The new facility is playing a central role in helping to reduce the impact that Southwark's waste has on the environment. It is made up of several different facilities, including: Mechanical Biological Treatment Plant to treat residual waste; Materials Recovery Facility to sort commingled recyclables; Reuse and Recycling Centre for residents to deposit a wide range of items of household waste and recycling; Waste transfer station; Recycling Discovery Centre (Education Centre).

1.4.24. It is expected to facilitate a significant improvement in the borough's recycling levels as well as diverting most of the waste that would previously have gone to landfill. The new facility will help to meet Southwark's waste apportionment targets by processing 88,350 tonnes of waste per annum with the potential to treat further waste by converting it into biomass fuel. Using the GLA's generic standard, the residual part of the Old Kent Road gasworks site (5.4ha), may be capable of processing 286,200 tonnes of waste per annum.

### **Flood Risk**

1.4.25. The primary sources of flood risk in the borough are surface water, groundwater, tidal, failure of water mains and sewers. Historically, there have been some recorded tidal flooding incidents from the River Thames dating as far back as 1828 to vulnerable communities. Tidal flooding also occurred in 2005, when the Thames Barrier was not shut in time, and sufficient warning was not provided to local residents close to the floodgates prior to the onset of flooding, causing flooding along the Southwark frontage and into some basements to a depth of between 4 and 6 inches.

1.4.26. The northern half of the borough is within the Thames flood plain, which contains over two thirds of Southwark's properties in well established communities. A large part of the borough is located within the indicative flood zone 3, which has the highest level of risk. The flood plain area also contains major regeneration and growth areas of importance to Southwark and London. However, it should be noted that all of the land in the borough is defended by the Thames Barrier and defences so that the risk from tidal flooding is a residual risk.

1.4.27. The Government (and the Environment Agency) would like to see all development located in areas of low flood risk (zone 1). This is not always going to be possible and so new development will need to be directed to sites where the risk of flooding is appropriate to the "vulnerability" of the land use proposed. The Environment Agency has produced Flood Risk Maps. This map designates land in the borough in one of three zones:

- Zone 1 – land at low risk of flooding from the Thames (land south of Camberwell and Peckham)

- Zone 2 - land at medium risk of flooding from the Thames (not much of this land in the borough)
- Zone 3 – land at high risk of flooding from the Thames (this is in the north of the borough and includes the Central Activity Zone, Elephant and Castle Opportunity Area and Bermondsey and Canada Water)

1.4.28. The Thames Catchment Flood Management Plan and Thames Estuary 2100 Project will help manage flood risk from the Thames over then next 50 to 100 years. Whilst the Thames Barrier and flood walls along the riverside provide a degree of protection, consideration needs to be given to their potential failure or inability to contain very high floods as a result of climate change.

1.4.29. The existing Strategic Flood Risk Assessment (SFRA) for the borough was prepared in 2008, and in line with the Flood Risk Regulations (Clause 17.4). A subsequent review is now required and will be prepared in 2015. This will be used to inform the flood risk policies in the emerging Local Plan (the New Southwark Plan). The primary objective of the SFRA is to inform the revision of flood risk policies, including the allocation of land for future development, within the emerging NSP. The SFRA has a broader purpose however, and in providing a robust depiction of flood risk across the borough, it can:

- Inform the development of Council policy that will underpin decision making within the borough, particularly within areas that are affected by (and/or may adversely impact upon) flooding;
- Assist the development management process by providing a more informed response to development proposals affected by flooding, influencing the design of future development within the borough;
- Help to identify and implement strategic solutions to flood risk, providing the basis for possible future flood attenuation works;
- Support and inform the Council's emergency planning response to flooding.

1.4.30. Two thirds of the potential development sites identified in Issues and Options NSP paper (October 2014) are located in flood zone 3. These sites have been identified to potentially deliver more homes to meet housing needs in the borough. In the southern parts of the borough, where flood risk from the Thames is low, there are limited sites available for development. It is important that new buildings are designed to be safe in the event of a flood and easily repairable afterwards.

## Local Flood Risk

- 1.4.31. Climate change can affect local flood risk in several ways. Impacts will depend on local conditions and vulnerability. More intense rainfall causes more surface runoff, increasing localised flooding and erosion. In turn, this may increase pressure on drains, sewers and water quality. As London has become densely populated, green spaces such as gardens and parks act as big sponges for rainwater but in very heavy rain these can quickly become saturated creating a 'run off' of excess water.
- 1.4.32. Within Southwark the greatest number of residential and non-residential uses are at risk from significant surface water flooding (>0.5m) along the route of the 'hidden' River Effra and the River Peck and tributaries which run south to north through the borough. Significant ponding of surface water is also apparent along the central belt of the borough in the Camberwell and Peckham areas. Historic surface water flooding records indicate sewer flooding risk in the Dulwich area. Surface water also flows from Southwark and impacts downstream surface water flooding in the Lambeth in the south Brixton area it will therefore be important that the flood risk is managed at a catchment scale by both Councils.
- 1.4.33. The Council has undertaken a Surface Water Management Plan for the whole borough which includes consideration of flooding from sewers, drains, groundwater and runoff from land, small watercourses and ditches that occurs as a result of heavy rainfall. Analysis of the number of properties at risk of flooding has been undertaken for the rainfall event with a 1 in 100 probability of occurrence in any given year (1% Annual Exceedance Probability, AEP). A review of the results demonstrate that 33,220 residential properties and 2,870 non-residential properties could be at risk of surface water flooding of greater than 0.03m depth during a rainfall event with a 1 in 200 annual chance of occurring. Of those, approximately 560 residential properties and 80 non-residential properties are estimated to be at risk of flooding to a depth of greater than 0.5m during the same modelled rainfall event.
- 1.4.34. The output of the modelling exercise has been used to identify Local Flood Risk Zones (LFRZs) which represents an area of predicted flooding. The LFRZs identified in the borough include; Herne Hill; Kings College Hospital (Lambeth); Dulwich; Rail Cutting West of Denmark Hill Station; London Bridge Station and Guy's Hospital; Coleman Road / Newent; Comber Grove; South Old Kent Road Area and Brunswick Park.

1.4.35. Those areas identified to be at more significant risk, which require mitigation measures, have been labelled as Critical Drainage Areas (CDAs) which represent one or more LFRZs, their contributing catchment areas, and any features that may influence flooding within the CDAs. Within Southwark, 5 CDAs have been identified. These are Herne Hill, Central Southwark, Eastern Southwark, Camberwell and London Bridge, The assessment identified the southern part of the borough is at a higher risk than the northern part with 4 of the CDAs in the central to southern part of the borough and 1 in the north.

1.4.36. The council is already investing in flood alleviation measures, which will take place in Dulwich Park, Belair Park and Dulwich Sports Ground. These measures include:

- Building barriers or earth bunds which can temporarily contain or redirect surface water into existing water sources, for example lakes and ponds.
- Increasing storage capacity of existing water bodies.
- Constructing below-ground storage areas to provide further capacity to store flood water and provide an efficient outflow route from the park for storm water; the stored water is then released gradually back into the sewer network reducing the risk of sewer flooding.
- Planting wetland wildflower meadows to attract wildlife, enhancing local habitats and biodiversity.

1.4.37. Southwark Council is responsible for managing the risk of flooding from surface and ground water in the borough. Thames Water is responsible for maintaining the sewer network across London. Together the Council and Thames Water are working in partnership, with the support of the Environment Agency.

1.4.38. A draft Local Flood Risk management strategy was published for consultation in October 2014. The strategy details how the council will manage the risk of flooding arising from surface water, groundwater and ordinary water courses across the borough consistent with the Flood and Water Management Act 2010 (“the Act”) and the National Flood Risk Management Strategy. It will ensure that flooding risks are well managed in a coordinated way to balance the needs of communities, the economy and the environment.

## **Sewerage**

- 1.4.39. The volume and frequency of untreated sewage overflowing into the River Thames is unacceptable and contravenes the European Urban Wastewater Treatment Directive. Thames Water has a programme to replace old Victorian Water mains and they are planning to build the Thames Tideway Tunnel, a 25 km tunnel which would run underneath London which will help to reduce the amount of sewerage overflowing into the river. The proposed route for the main tunnel will follow the route of the River Thames from Acton to Limehouse, where it then continues north-east to Abbey Mills Pumping Station near Stratford. There it will be connected to the Lee Tunnel, which will transfer the sewage to Beckton Sewage Treatment Works. A total of 24 sites in London are required to construct and operate the project.
- 1.4.40. The tunnel would be connected to approximately 34 'combined sewer overflows' (CSOs) which currently release raw sewage into the Thames after heavy rain fall. The proposed tunnel would intercept these sewage discharges and transfer them to the Beckton Sewage Treatment Works. The aim is to improve water quality in the Thames. The CSOs will still be needed after the Thames Tideway Tunnel has been built to direct flows to the River Thames in exceptional circumstances when the new tunnel system is full. This is only expected to occur very occasionally. Chambers Wharf is identified as a construction site for the Thames Tunnel project in Southwark.

### **Pollution**

- 1.4.41. Vehicle emissions are the cause of 50% of air pollution and estimated to cause 24,000 deaths per year in the UK<sup>83</sup>. Southwark has particularly high levels of air pollution, mainly caused by traffic. As a result, the entire borough north of the A205 has been declared an Air Quality Management Area and the establishment of an Air Quality Strategy and Improvement Plan (AQSIP) has been undertaken.
- 1.4.42. Southwark is required to periodically review and assess the effectiveness of the AQSIP and do this through regular Update and Screening Assessments (USA). The last Southwark USA was undertaken in 2006 and this identified that only two of the set targets, those for particulate matter less than 10 microns in diameter ( $PM_{10}$ ) and nitrogen dioxide ( $NO_2$ ), would be exceeded<sup>84</sup>.  $NO_x$  emissions are primarily nitric oxide (NO) but this is converted into  $NO_2$  in the atmosphere through chemical reactions with ozone ( $O_3$ ). The figures overleaf show the modeled  $NO_2$  and  $PM_{10}$  concentrations in Southwark for 2010<sup>85</sup>.
- 1.4.43. The most significant local pollutants,  $NO_x$  and  $PM_{10}$ , are mainly associated with vehicular emissions, especially those of buses, lorries, coaches and taxis. It is envisaged that these pollutants will reduce significantly over the next 15 years, through initiatives such as the London Low Emission Zone which covers all of Southwark, limiting access to heavy vehicles that can demonstrate compliance with strict emissions criteria and technological advances in reducing exhaust emissions.

1.4.44. As part of the work to deliver the Mayor's Air Quality Strategy, Transport for London have identified 187 air quality focus areas where high concentrations of NO<sub>2</sub> coincide with high levels of human exposure, e.g. along high streets, near schools and at hospitals. Seven of these air quality focus areas are in Southwark. These are:

- Walworth Road/Camberwell Road/Camberwell Green.
- A2 Old Kent Road from East Street to Trafalgar Avenue.
- Peckham High St and Clayton Road.
- Tower Bridge Road A100.
- London Bridge at Borough High Street.
- Lower Road A200 Surrey Quays.
- Elephant and Castle and Waterloo Road

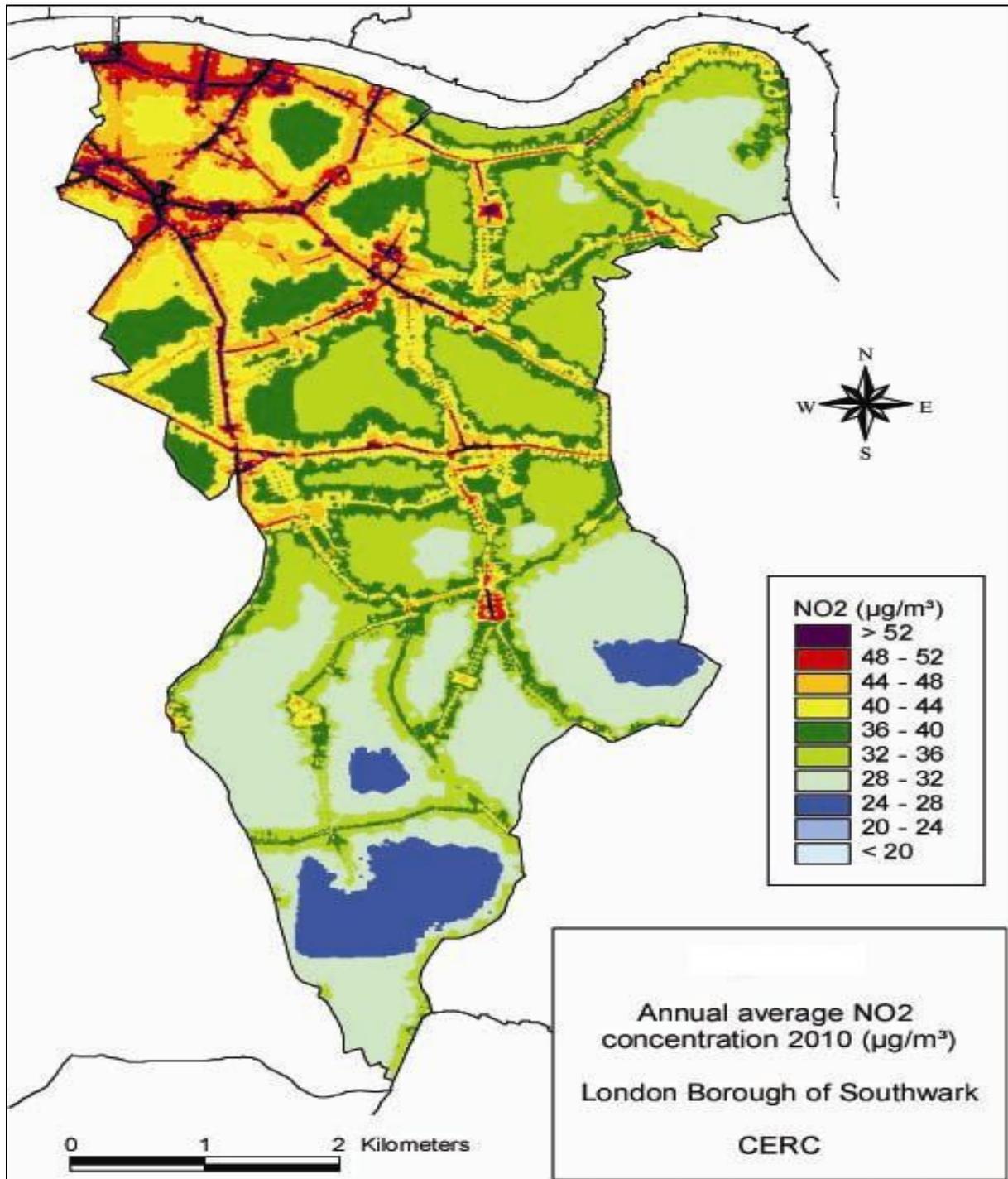
1.4.45. Concentrations are not simply a function of the level of traffic but determined to a significant degree by congestion. The greatest traffic flows are on the A2 towards Walworth Road east and south of the Elephant and Castle respectively. Although concentrations are high along these roads, concentrations along roads with fewer vehicles are comparable, due to increased congestion<sup>86</sup>.

1.4.46. The council has installed two air quality monitoring stations in 2010 in the borough. These monitoring stations will collect information on NO<sub>x</sub> and PM<sub>10</sub> and are located at:

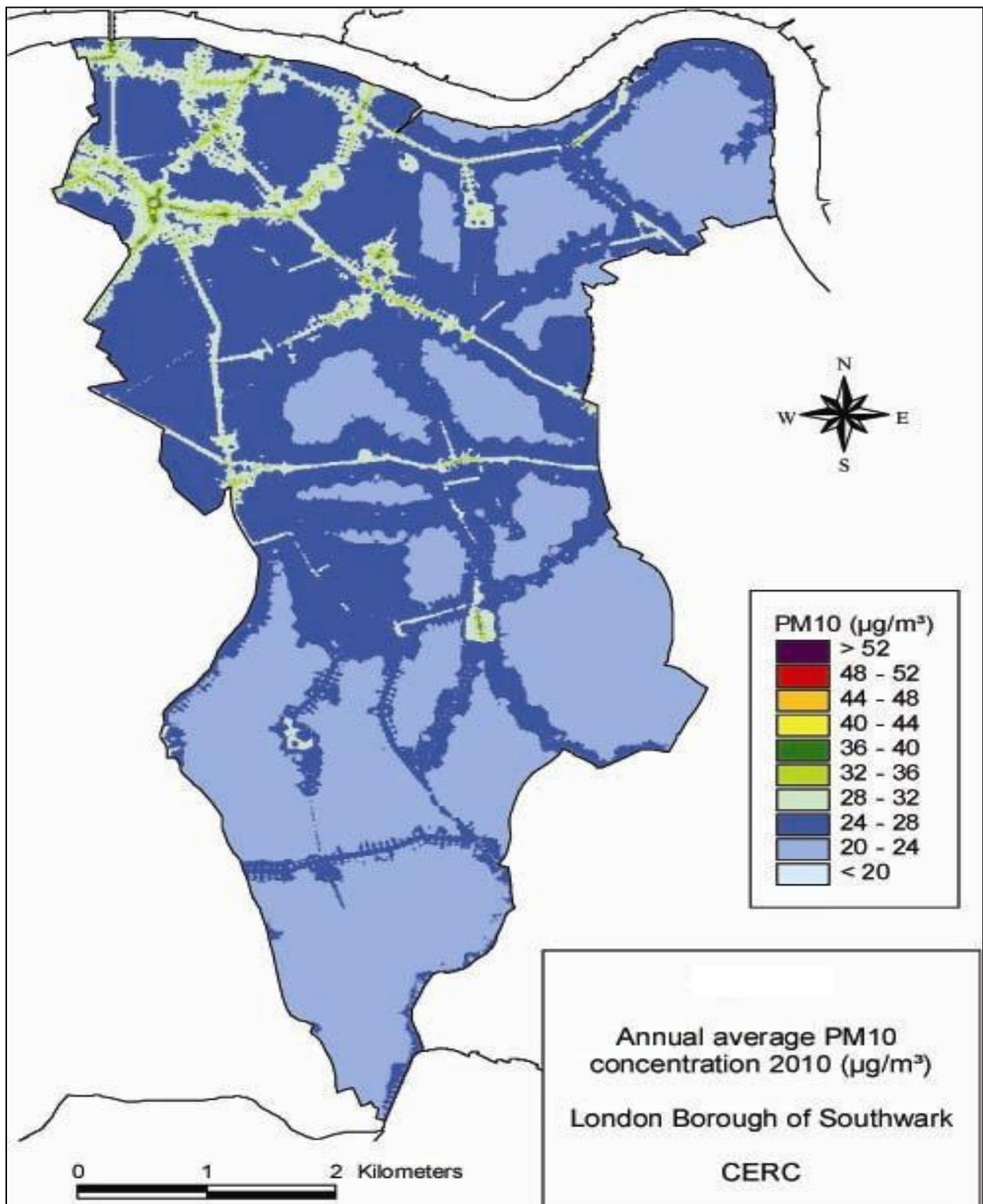
- Old Kent Road, by the gasworks
- Elephant and Castle, at St Mary's Newington Church Yard

1.4.47. These two air quality monitoring stations, however, only provide details for those specific locations. To complement the stations, it is proposed to use the outputs from the council's traffic count programme to look at trends in road borne traffic. Although traffic counts do not directly measure air quality, they can be used as a proxy measurement if we assume that as traffic volume increases, air quality will decrease<sup>87</sup>.

1.4.48. The Mayor has also recently published a Transport Emissions road map which focuses on how to reduce emissions from ground based transport in London. The Mayor is developing a proposal for an Ultra Low Emission Zone (ULEZ) in Central London. The ULEZ would cover the Congestion Charging Zone and come into effect from 2020. Subject to public consultation, ULEZ would set an emissions requirement for all types of vehicles entering central London with charges for noncompliance, discouraging all but the cleanest vehicles. The Mayor's Transport Emissions road map has identified an opportunity to apply the principles of the ULEZ in other areas of London. This could be in the form of Low Emission Neighbourhoods (LENs), which would be targeted in local hotspot areas of poor air quality.



Source: Southwark Air Quality Strategy and Action Plan 2012



Source: Southwark Air Quality Strategy and Action Plan 2012

## Noise

- 1.4.49. Environmental Noise arising from transport and industry is an inevitable consequence of a vibrant urban society. Noise is subjective and different people react to it in different ways and what can cause annoyance to some people maybe barely noticeable for others. As the noise level increases it can interrupt conversation and disturb sleep. In general, noise can be classified into fairly broad categories; occupational noise, which is experienced at work, neighbour and neighbourhood noise, and environmental (ambient) noise.
- 1.4.50. The government published Noise Action Plans for agglomerations (large urban areas), major roads, and major railways in England in 2014, to meet the terms of the Environmental Noise (England) Regulations 2006, as amended, which transpose the Environmental Noise Directive (END). The purpose of Noise Action Plans 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. These Action Plans include details of the process for identifying important areas (noise 'hotspots') and an approach for identifying and managing quiet areas in agglomerations.
- 1.4.51. Managing noise includes improving and enhancing the acoustic environment and promoting appropriate soundscapes. Noise management includes promoting good acoustic design of buildings whenever opportunities arise. It will include traditional and innovative noise reduction measures in otherwise unacceptable situations.

## Soil and contaminated land

- 1.4.52. Contamination of land may threaten public health and safety, the natural environment, the built environment and economic activities, through its impacts on the users of the land, and on neighbouring users. The presence of contamination can affect or restrict the beneficial use of land, although development presents an opportunity to deal with it. Land contamination, or the possibility of it, is therefore a material planning consideration in the preparation of development plan documents and in taking decisions on individual planning applications.
- 1.4.53. "Contaminated Land" is defined in the Environmental Protection Act (1990) (with amendments made in the Environment Act 1995 (Part 2A) and the Radioactive Contaminated Land (Modification of Enactments)(England) Regulations 2006) as: *"Any land which appears to the local authority in whose area it is situated to be in such a condition, by reason of substances in on or under the land, that: Significant harm is being caused or there is a significant possibility of such harm being caused; or Pollution of controlled waters is being, or is likely to be caused"*

1.4.54. The real or perceived costs of treatment/remediation can act as significant barriers to successful development, particularly if the contamination issues and their solutions are not identified early and integrated into the scheme for development of the site. Where land is affected by contamination, development can provide an opportunity to address the problem for the benefit of the wider community and bring the land back into beneficial use.

1.4.55. In practice, most sites with a previous potentially contaminating history are remediated to a condition suitable for use under the planning regime rather than the Part 2A legislation. Part 2A legislation would not normally be applied to sites remediated as suitable for use under the planning process.

1.4.56. The redevelopment of previously developed sites is central to the achievement of the Government's objective of ensuring sustainable development. Such development minimises the need to develop 'greenfield' land.

### **Open Space and Biodiversity**

1.4.57. Southwark is a borough that has a wealth of open space of different types including woodland, parks, community farms, Thames-side paths, and sports pitches. The survey of open spaces we prepared for our Open Space Strategy (2013) identified 215 open spaces in the borough which together comprise some 605.5 hectares of land, around 21% of the total land area in the borough. Around 58% are publically accessible.

1.4.58. There are significant variations in the amount of open space available in each area of the borough. There are around 252 hectares of open space in Dulwich, compared to 10 hectares in Borough, Bankside and London Bridge. This is reflected in the amount of publically accessible open space per 1,000 population:

- Aylesbury and Walworth: 2.35 ha per 1,000 people
- Bankside, Borough and London Bridge: 0.36 ha
- Bermondsey and Old Kent Road: 0.18 ha
- Camberwell: 0.27 ha per 1,000 people
- Canada Water and Rotherhithe: 1.69 ha
- Dulwich: 2.73 ha
- Elephant and Castle: 0.7 ha
- Peckham and Nunhead: 1.93 ha

1.4.59. Public parks are scattered reasonably well around the borough and with the exception of a small area in the north west of the borough and an area in the south, most residents live within a five minute walk of a public park.

1.4.60. A telephone survey carried out with the Open Space Strategy suggested that most people consider the quality of open spaces to be either good or very good, with highest satisfaction levels for allotments (92%), large open spaces (86%) and the Thames Path (88%).

1.4.61. With a projected population increase of 19% over the next fifteen years, and limited opportunities for the creation of new space, the challenge will be to maintain and improve the existing network of high quality open spaces to ensure that those that live and work in the borough experience the wide range of positive benefits associated with health and well-being, quality of life and cohesive communities that open space provides.

### **Play facilities**

1.4.62. Open space provides an important role in serving children's play needs. It is widely acknowledged that the importance of children's play extends far beyond the activity itself. Play contributes towards child development through the development of a wide range of physical, social and emotional skills and abilities as well as having a positive impact on children's health.

1.4.63. The telephone survey carried out with the Open Space Strategy suggested that over 80% of respondents consider the quality of children's play space in the borough to be good or very good. The increase in population expected over the coming years will put pressure on the supply of children's playspace and it will be important to ensure that adequate provision for playspace is made with new developments.

### **Biodiversity**

1.4.64. Southwark has many natural greenspaces and sites of importance for nature conservation. As with public parks, levels of greenspace vary in different areas of the borough:

- Aylesbury and Walworth: 2.01 ha per 1,000 people
- Bankside, Borough and London Bridge: 0.97 ha
- Bermondsey and Old Kent Road: 0.29 ha
- Camberwell: 0.42 ha per 1,000 people

- Canada Water and Rotherhithe: 3.55 ha
- Dulwich: 3.84 ha
- Elephant and Castle: 0.31 ha
- Peckham and Nunhead: 1.67 ha

1.4.65. Population increases over the next 15 years will make it important that the network and quality of natural greenspaces is enhanced where possible. Habitat loss is a major concern in the borough, with the constant demand for new homes and other buildings resulting in sites being lost to development. In addition, local wildlife is still under threat.

1.4.66. Southwark's Biodiversity Action Plan (2012) aims to provide a comprehensive overview of the biodiversity in Southwark and a clear direction in ensuring it is conserved, managed and enhanced. Birds, stag beetles, bats and amphibians are particularly at risk in Southwark. Many species of plants and animals are protected under European and national laws, including the Habitats Regulations 1994 and The Wildlife and Countryside Act 1981. The action plan is designed to be a valuable toolkit that provides a unified strategic framework for managing the borough's natural resources.

### **Allotments**

1.4.67. Our site surveys have shown that about 15.3 ha of land across the borough is used for allotments and a further 2.9 ha is used as community gardens. The vast majority of allotment provision is located in the south of the borough, with 8.5ha located in Dulwich and 5.9ha located in Peckham and Nunhead. By contrast, the majority of community gardens are located in the north of the borough. Canada water and Rotherhithe is the only area with no provision.

1.4.68. The Open Space Strategy identified at least 797 people on the waiting list for allotment spaces in the borough. At most sites, the waiting list is up to 10 years, although there may be a limited number of sites where waiting lists are around 1-2 years.

1.4.69. There is a clear need for additional allotment space to meet unmet demand. However, allotments in their traditional sense represent space for food growing which are essentially restricted to single ownership. To meet the significant levels of unmet demand in the borough there will be a need to identify alternative methods to allotment provision, including shared community gardens.

### **Quality in Design and Conservation of Historic Environment**

- 1.4.70. Southwark has many places with their own unique character. The north west of the borough is a setting for activity and large scale development including tall buildings which give Southwark and London a distinct skyline. There are fewer and smaller open spaces and fewer trees and gardens, but there is a close relationship with the River Thames. Areas such as London Bridge and Elephant and Castle will be transformed by regeneration programmes and major new development.
- 1.4.71. Areas in the middle of the borough around Bermondsey, Walworth, Camberwell and Peckham are characterised by lower scale development, with a mixture of Victorian and Edwardian terraces, broken up by post-war estates, town centres and some newer housing development. The southern part of Southwark around Nunhead, Peckham Rye and Dulwich has very leafy and green residential neighbourhoods with large open spaces, gardens and tree-lined streets of houses and terraces rather than flats. Rotherhithe combines larger scale development located around Canada Water, with more suburban forms of development around the periphery of the Rotherhithe peninsula.
- 1.4.72. Throughout the borough there are many attractive and historic buildings, monuments and sites that reflect Southwark's rich history and add to the unique character and identity of places. We currently have 45 conservation areas and around 2,500 listed buildings and monuments. The Tower of London, a World Heritage Site, is located across the river from London Bridge. There are also archaeological remains that cannot be seen that provide important evidence of our past. We have identified 9 Archaeological Priority Zones (APZs) covering 679ha (23% of the borough).
- 1.4.73. Protecting and enhancing the character and historic value of places are important issues to be considered in the future growth and regeneration of the borough. Well designed buildings and spaces will help improve people's quality of life and make places more attractive. This can also help attract businesses to the area. It is important that the design of a development is carefully thought through and takes into account how the development is part of a wider place and how a place's uniqueness and historic value can be used to stimulate regeneration and improvements.

## **Transport**

1.4.74. In 2011 Southwark adopted its Transport Plan. The most recent monitoring of the transport plan in 2012/13 shows that around 582,000 trips are made every day in the borough. Of people living in the borough, the main method of transport is walking. The mode share of trips for Southwark residents is:

- Rail – 8%
- Underground/DLR – 8%
- Bus/tram – 24%
- Taxi/other public – 1%
- Car/motorcycle – 23%
- Cycle – 4%
- Walking – 30%

1.4.75. Since 2006 private motor vehicle trips have been decreasing as a percentage of the total trips and the percentage of trips on rail and the underground/DLR has increased. Percentage trips on foot and by bus have remained fairly stable. Cycling levels in the borough have increased from 3.3% (2008/11 average) to 4.3% (2009/12 average) which equates to an additional 10,200 trips by bike per day.

1.4.76. The number of casualties in which people are killed or seriously injured (KSI) appears to be decreasing and number of slight and all casualties has been stationary in recent years. Casualties are higher than the inner and greater London borough averages. The number of cyclist casualties is increasing in line with the growth in cycling.

1.4.77. The objectives of the Southwark Transport Plan include encouraging sustainable travel choices and promoting active lifestyles, increasing the share of walking and cycling trips, reducing the number of casualties and reducing CO2 emissions from road transport. With an increasing population and workforce in Southwark, it will be important that development contributes towards shaping sustainable travel choices, reducing pollution and improving safety in the future.

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- <sup>2</sup> 2011 Census, Office for National Statistics  
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- <sup>3</sup> 2001 Census, Office for National Statistics  
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- <sup>4</sup> London Borough Profiles, Greater London Authority <http://data.london.gov.uk/dataset/london-borough-profiles>

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## Appendix 4: Sustainability, health and equalities objectives, sub-criteria and indicators

The IIA incorporates: Sustainability Appraisal (SA) including Strategic Environmental Assessment (SEA); Health Impact Assessment (HIA) and Equality Impact Assessment (EIA).

**Table A.4:** Integrated Impact Assessment Framework & Monitoring Indicators

IIA Objective	SA/HIA/EIA Sub-Criteria for assessment	Monitoring Indicators
<p><b>IIAO1:</b>  <b>To tackle poverty and encourage wealth creation</b></p>	<ul style="list-style-type: none"> <li>&gt; Will it improve the range of job opportunities for all local people?</li> <li>&gt; Will it help to diversify the economy?</li> <li>&gt; Will it increase the numbers of higher paid jobs in the borough?</li> <li>&gt; Will it help reduce overall unemployment, particularly long-term unemployment?</li> <li>&gt; Will it encourage the retention and /or growth of local employment and training opportunities in the most deprived areas?</li> <li>&gt; Will it assist in providing land and buildings of a type required by businesses, for a range of employment uses?</li> <li>&gt; Will it reduce poverty in those areas and communities / equalities groups most affected?</li> <li>&gt; Will it improve access to low-cost transport and other facilities?</li> <li>&gt; Will it provide for successful neighbourhoods for all?</li> <li>&gt; Will it promote and enable tourism opportunities to be exploited, and employment created?</li> <li>&gt; Will it result in a loss of employment land?</li> </ul>	<p>Employment land available and take up rates</p> <p>New business formation and Survival            a) Rate of Business Formation per 10,000            b) 3 year business survival rate</p> <p>Numbers and % jobs in Southwark by sector</p> <p>Southwark compared to London (broken down by micro, small and medium sized businesses)</p> <p>Vacancy Levels and non-retail uses in primary frontages in town centres</p> <p>Numbers of unemployed/ numbers receiving benefit (by sector)</p> <p>Indices of deprivation 2015: Local Authority summary</p> <p>Indices of deprivation 2015: Employment domain</p> <p>Indices of deprivation 2015: Income domain</p> <p>Children in poverty (under 16s)</p>
<p><b>IIAO2:</b>  <b>To improve the education and skill of the population</b></p>	<ul style="list-style-type: none"> <li>&gt; Will it provide opportunities to improve the skills and qualifications of the population, particularly for young people and adults?</li> <li>&gt; Will it help improve employee education/training programmes?</li> <li>&gt; Will it help reduce skills shortages?</li> <li>&gt; Will it help to reduce the disparity in educational achievement between</li> </ul>	<p>Indices of deprivation 2015: Local Authority summary</p> <p>Indices of deprivation 2015: Education, skills and training domain</p> <p>Indices of deprivation 2015:</p>

IIA Objective	SA//HIA/EIA Sub-Criteria for assessment	Monitoring Indicators
	different ethnic groups?	<p>% of the population with higher education qualifications</p> <p>% of population with no qualifications</p> <p>Proportion of resident pupils attending Southwark schools achieving 5+ A-Cs including English and Maths</p>
<p><b>IIAO3:</b>  <b>To improve the health of the population</b></p>	<ul style="list-style-type: none"> <li>&gt; Will it promote and facilitate healthy living and active lifestyles amongst different groups?</li> <li>&gt; Will it improve access to health and social care/treatment for all sectors of the community?</li> <li>&gt; 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.</li> <li>&gt; Will it improve the quality of housing for all?</li> <li>&gt; Will it improve access to jobs for all and otherwise reduce poverty?</li> <li>&gt; 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?</li> <li>&gt; Will it help facilitate the supply and availability of locally produced food?</li> <li>&gt; Will it help improve mental and emotional health, reducing social exclusion?</li> <li>&gt; Will it promote non-polluting forms of transport?</li> <li>&gt; Will it reduce exposure to poor air quality across all groups?</li> </ul>	<p>Life expectancy by equality group</p> <p>Rate of obesity in children (year 6)</p> <p>Obese adults</p> <p>Infant mortality</p> <p>Mortality from cancer, heart disease and stroke</p> <p>Smoking related deaths</p> <p>Alcohol specific hospital stays (under 18s)</p> <p>Hospital stays for alcohol related harm</p> <p>Drug misuse</p> <p>Incapacity benefit for mental illness</p> <p>Distance to GP premises from home</p> <p>Percentage of hospital admissions that were emergencies, by ethnic group</p> <p>Indices of deprivation 2015: health deprivation and disability</p> <p>Indices of deprivation 2015: barriers to housing and services domain</p> <p>Indices of deprivation 2015: living environment domain</p> <p>No. of new takeaways permitted</p>

IIA Objective	SA//HIA/EIA Sub-Criteria for assessment	Monitoring Indicators
<b>IIAO4:</b> <b>To reduce the incidence of crime and the fear of crime</b>	<ul style="list-style-type: none"> <li>&gt; Will it improve safety and security?</li> <li>&gt; Will it incorporate measures to reduce crime and the fear of crime, including anti-social behaviour?</li> <li>&gt; Will it provide for a well maintained and inclusive public realm and other public facilities?</li> <li>&gt; Will it encourage an active and connected, strong and cohesive community?</li> </ul>	<p>Indices of deprivation 2015: Crime deprivation</p> <p>Numbers of types of crime per annum</p> <p>Percentage of residents who feel fairly safe or very safe outside during the day/night</p> <p>Reports of anti-social behaviour</p> <p>Proportion of people who think they can influence decision-making in their locality</p> <p>Employment/Skills/Health/</p>
<b>IIAO5:</b> <b>To promote social inclusion, equality, diversity and community cohesion</b>	<ul style="list-style-type: none"> <li>&gt; Will it help support the voluntary and community sectors?</li> <li>&gt; Will it support active community engagement?</li> <li>&gt; Will it support a diversity of lifestyles and communities?</li> <li>&gt; Will it promote accessibility for those people who are elderly or disabled?</li> <li>&gt; Will it improve access to low-cost transport and other facilities?</li> <li>&gt; Will it help to sustain the provision of community facilities and open space that meets local needs?</li> <li>&gt; 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?</li> <li>&gt; 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 and faith groups? Will it benefit the groups listed above?</li> </ul>	<p>Homelessness waiting list by equality group</p>
<b>IIAO6:</b> <b>To reduce contributions to climate change</b>	<ul style="list-style-type: none"> <li>&gt; Will it reduce CO2 and other greenhouse gas emissions?</li> <li>&gt; Will it reduce consumption of energy?</li> <li>&gt; Will it use renewable sources of energy?</li> <li>&gt; Will it help local people cope with hotter drier summers and warmer wetter winters?</li> <li>&gt; Will it mitigate against the urban heat island effect?</li> <li>&gt; Will it encourage the re-use of resources?</li> <li>&gt; Will it encourage water efficiency and drought resilience?</li> <li>&gt; Will it encourage the reuse or improvement of buildings and land that are vacant, under utilised or in disrepair?</li> <li>&gt; Will it maintain or enhance biodiversity?</li> </ul>	<p>BREAAM and Code for Sustainable Homes Scores of major consents</p> <p>CO2 emissions and energy consumption (break down by source/type)</p> <p>No. of extreme weather events by type</p> <p>No. of hospital admissions as a result of extreme weather</p> <p>Environmental performance of borough's housing stock</p>

IIA Objective	SA//HIA/EIA Sub-Criteria for assessment	Monitoring Indicators
<b>IIAO7: To improve the air quality in Southwark</b>	<ul style="list-style-type: none"> <li>&gt; Will it improve air quality?</li> <li>&gt; Will it help to reduce emissions of PM10, NO2?</li> <li>&gt; Will it minimise construction impacts such as dust, noise, vibration and odours?</li> <li>&gt; Will it encourage a reduction in amount and length of journeys made by car?</li> </ul>	<p>Number of days of high air pollution</p> <p>Annual average concentrations and number of hourly exceedences of nitrogen dioxide in air</p> <p>Annual average concentrations and number of daily exceedences of PM10 in air</p>
<b>IIAO8: To avoid waste and maximise, reuse or recycle waste arising as a resource</b>	<ul style="list-style-type: none"> <li>&gt; Will it promote the reduction of waste during construction / operation?</li> <li>&gt; Will it minimise the production of household and commercial waste?</li> <li>&gt; Will it promote sustainable processing of waste?</li> </ul>	<p>Municipal waste land-filled (tonnes)</p> <p>Residual household waste per household (tonnes)</p> <p>Percentage of municipal waste sent for reuse, recycling and composting</p>
<b>IIAO9: To encourage sustainable use of water resources</b>	<ul style="list-style-type: none"> <li>&gt; Will it result in a net increase in the demand for water, and foul sewage disposal?</li> <li>&gt; Will it encourage reuse of water?</li> <li>&gt; Will it maximise use of rainwater or other local water supplies?</li> <li>&gt; Will it reduce discharges to surface and groundwater?</li> </ul>	<p>Average domestic and commercial potable water consumption (l/head/day)</p> <p>Water quality measure</p>
<b>IIAO10: To maintain and enhance the quality of land and soils</b>	<ul style="list-style-type: none"> <li>&gt; Will it result in the loss of open or previously undeveloped land?</li> <li>&gt; Will it promote re-use of previously developed land and buildings?</li> <li>&gt; Will it use land effectively and efficiently, including mixed use and higher density development?</li> <li>&gt; Will it encourage the remediation of land identified as potentially contaminated?</li> <li>&gt; Will it prevent further contamination of soils?</li> <li>&gt; Will it improve soil quality?</li> </ul>	<p>New homes built on previously developed land</p> <p>Number of contaminated sites</p> <p>Number of contaminated sites not remediated</p>

IIA Objective	SA//HIA/EIA Sub-Criteria for assessment	Monitoring Indicators
<b>IIAO11: To protect and enhance quality of landscape and townscape</b>	<ul style="list-style-type: none"> <li>&gt; Will it conserve and enhance local landscape and townscape character, and visual amenity?</li> <li>&gt; Will it improve the relationship between different buildings, streets, squares, parks and waterways and other spaces that make up the townscape character?</li> <li>&gt; Will it have a negative impact on important strategic/local views?</li> <li>&gt; Will it incorporate sustainable design and construction techniques?</li> </ul>	<p>Building for Life Assessments</p> <p>Housing density</p> <p>BREAAM and Code for Sustainable Homes Scores of major consents</p>
<b>IIAO12: To conserve and enhance the historic environment and cultural assets</b>	<ul style="list-style-type: none"> <li>&gt; Will it protect, maintain and enhance the condition and setting of features and areas of cultural, historical and archaeological heritage in the environment?</li> <li>&gt; Will it promote the historic environment and also contribute to better understanding of the historic environment?</li> <li>&gt; Will it promote high quality design and sustainable construction methods?</li> <li>&gt; Will it respect visual amenity and the spatial diversity of communities?</li> </ul> <ul style="list-style-type: none"> <li>&gt; Will it maintain or increase access to leisure, sporting, cultural and arts destinations and facilities?</li> <li>&gt; Will it improve leisure, sporting, cultural and arts provision?</li> </ul>	<p>Amount of Southwark covered by Conservation Area or APZ</p> <p>Numbers of heritage assets in the borough on the English Heritage buildings at Risk Register</p> <p>Changes in numbers of listed buildings</p> <p>Number of scheduled ancient monuments at risk</p> <p>Number of conservation areas at risk</p> <p>Number of conservation areas with up-to-date appraisal/management plans</p>
<b>IIAO13: To protect and improve open spaces, green corridors and biodiversity</b>	<ul style="list-style-type: none"> <li>&gt; Will it encourage development on previously developed land?</li> <li>&gt; Will it improve the quality and access to open spaces in areas of deficiency?</li> <li>&gt; Will it provide a range of play spaces for children and young people?</li> <li>&gt; 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?</li> <li>&gt; 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?</li> <li>&gt; Will it protect and enhance natural habitats and protect priority species?</li> <li>&gt; Will it encourage the creation of new habitats, including through the provision of additional open space and green roofs?</li> </ul>	<p>Change in quantity of open space (ha)</p> <p>Change in SINCS and LNPS</p> <p>Number and net change in natural/semi-natural habitats</p> <p>Changes in population of selected characteristic species</p> <p>Open space deficiency</p> <p>Deficiency in access to nature</p>

IIA Objective	SA/HIA/EIA Sub-Criteria for assessment	Monitoring Indicators
	<ul style="list-style-type: none"> <li>&gt; Will it help achieve the Biodiversity Action Plan (BAP) targets?</li> <li>&gt; Will it protect and provide opportunities for creating/ enhancing/improving sites designated for their nature conservation value/geodiversity level (local and national levels?)</li> </ul>	<p>Protected trees lost</p> <p>No. of green roofs/facades</p>
<p><b>IIAO14:</b>  <b>To reduce vulnerability to flooding</b></p>	<ul style="list-style-type: none"> <li>&gt; Will the development be in an area at risk of flooding?</li> <li>&gt; Will it minimise the risk of and from flooding to people and property?</li> <li>&gt; Will it protect and improve flood defences and allow them to be maintained?</li> <li>&gt; Will it promote the use of sustainable urban drainage systems?</li> </ul>	<p>Planning permissions granted contrary to EA advice</p> <p>Number of flooding incidents (including sewer flooding)</p> <p>Condition of flood defences</p> <p>Flood protection projects delivered as part of consents and otherwise</p>
<p><b>IIAO15:</b>  <b>To provide everyone with the opportunity to live in a decent home</b></p>	<ul style="list-style-type: none"> <li>&gt; Will it improve the supply of housing?</li> <li>&gt; 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?</li> <li>&gt; Will it deliver 'healthy homes'? (e.g. in relation to warmth, overcrowding, noise and mental health?)</li> <li>&gt; Will it improve overall design quality, including flexibility of stock to enable it to evolve to meet changing needs?</li> </ul>	<p>Amount of homes in the borough</p> <p>Percentage of households living in temporary accommodation</p> <p>Households in housing need</p> <p>Households on the housing register</p> <p>Households unintentionally homeless and in priority need</p> <p>Income to average house price ratio</p> <p>No. of families living in overcrowded properties</p> <p>Proportion of consents meeting lifetime homes criteria</p>
<p><b>IIAO16:</b>  <b>To promote sustainable</b></p>	<ul style="list-style-type: none"> <li>&gt; Will it encourage development at locations that enable walking, cycling and/or the use of public transport and connected to local services and facilities?</li> <li>&gt; Will it reduce car use?</li> </ul>	<p>Estimated traffic flows per annum (mil.vehicle km)</p> <p>Transport related CO2 emissions</p>

IIA Objective	SA/HIA/EIA Sub-Criteria for assessment	Monitoring Indicators
<b>transport and minimise the need to travel by car</b>	<ul style="list-style-type: none"> <li>&gt; Will it reduce the number and length of journeys undertaken by car?</li> <li>&gt; Will it reduce road traffic accidents?</li> <li>&gt; Will it improve public transport?</li> <li>&gt; Will it promote walking and cycling?</li> <li>&gt; Will it allow people with mobility problems or a disability to access buildings and places?</li> <li>&gt; Will it improve connections across the area to local services, facilities, places of employment and green infrastructure?</li> </ul>	<p>The number of people killed or seriously injured in road traffic collisions</p> <p>Proportion of personal travel made on each mode of transport overall and by equality group</p>
<b>IIAO17: To provide the necessary infrastructure to support existing and future development</b>	<ul style="list-style-type: none"> <li>&gt; Will it provide enough social infrastructure and meet local needs?</li> <li>&gt; Does the proposal explore opportunities for shared community use and co-location of services?</li> <li>&gt; Will it provide enough physical infrastructure?</li> <li>&gt; Will it provide enough green infrastructure?</li> </ul>	<p>No. and type of existing infrastructure (social, physical and green)</p> <p>Capacity of existing infrastructure (social, physical and green)</p> <p>No. and type of proposed infrastructure (social, physical and green)</p> <p>Capacity of future infrastructure (social, physical and green)</p>



**Appendix 5: Assessment of area visions and site allocations (including the preferred option and alternative option)**

The following tables set out the impacts identified through the IIA of the preferred option (Option B) and the alternative option (Option A – business as usual scenario)

IIA Objectives	Option A: Business as usual	Timescale			Draft NSP site allocations and area visions
		S	M	L	Commentary on Results
IIA 1 To tackle poverty and encourage wealth creation	✓	✓	-	?	Identification of strategic sites without influencing the land uses would be unlikely to achieve an uplift in employment floorspace due to the prevailing higher value of residential development across most of Southwark. The associated benefits would not be realised, however NSP development management policies would limit the loss of employment land and secure local employment in construction in the short term. Without guidance, development within areas and sites relating to enhance key economic clusters would not receive increased support.
IIA 2 To improve the education and skill of the population	?	-	?	?	Without the identification of land for new education facilities on suitable development sites, the delivery of new school places would be more challenging and uncertain. Delays to delivery in order to secure school sites outside of the planning system could impact on educational attainment and skills acquired by pupils. Without guidance, development to support the function of higher education facilities would not receive increased support.
IIA 3 To improve the health of the population	?	-	?	?	Without the identification of land for new primary and community healthcare facilities, the provision of sufficient and integrated health services would be more challenging and uncertain. Delays to delivery in order to secure sites could impact the effective diagnosis and treatment of disease and other health problems. Without identifying the opportunity for extra care facilities on certain sites, a shortfall in places to serve some older people and others with care needs could arise in the future. Various NSP development management policies will manage health impacts of development and secure public health gains. In the absence of area and site guidance however, strategic opportunities to support healthy lifestyles and wellbeing might not be included in development proposals.
IIA 4 To reduce the incidence of crime and the fear of crime	-	-	-	-	The identification of sites alone would have no significant effects. NSP policies would ensure development proposals design out crime as this will generally relate to the detailed design of proposals.
IIA 5 To promote social inclusion, equality, diversity and community cohesion	?	?	?	x	Without guidance on sites and areas, opportunities to improve places for community cohesion and support a diversity of lifestyles could be missed. Delayed or insufficient expansion of school places could adversely affect children and young people. Failing to provide new and integrated health and care services could disproportionately affect older people and people with disabilities or other long-term conditions. In regeneration areas, people living in deprivation may have fewer opportunities to benefit from regeneration where uplifts in employment and new facilities are not provided. Acceleration of development in the short term may prove disruptive to social interaction. Broadly, NSP policies would otherwise manage the impacts of development which might adversely impact specific groups.
IIA 6 To reduce contributions to climate change	?	-	-	?	Without guidance strategic transport projects to reduce greenhouse gas emissions might receive less consideration. Draft NSP proposals would otherwise minimise carbon dioxide emissions from development.
IIA 7 To improve the air quality	-	-	-	-	The identification of sites alone would have no significant effects. NSP policies would require air quality neutral minor development and improvements to air quality from major development.
IIA 8 To avoid waste and maximise, reuse or recycle waste arising as a resource	-	-	-	-	The identification of sites alone would have no significant effects. NSP policies would require adequate management of waste in accordance with the waste management hierarchy.
IIA 9 To encourage sustainable use of water resources	-	-	-	-	The identification of sites alone would have no significant effects. NSP policies would require reductions in water use and water quality improvement from development.
IIA 10 To maintain and enhance the quality of land and soils	✓	✓	✓	-	The identification of the development potential of certain sites, due to their historic use, may encourage the remediation of contaminated land. NSP policies would secure that remediation.
IIA 11 To protect and enhance quality of landscape and townscape	?	-	?	?	Without guidance the full opportunities of sites to respond to their context and area-wide design considerations might not be realised in proposal. NSP policies would otherwise secure a high standard of design.
IIA 12 To conserve and enhance the historic environment and cultural assets	?	-	?	?	Without guidance the full consideration of heritage assets and opportunities for heritage-led regeneration might not be incorporated into development proposals. NSP policies would otherwise secure the protection of heritage assets.
IIA 13 To protect and enhance open spaces, green corridors and biodiversity	?	-	?	?	Without the identification of opportunities for new open space and green links sufficient space might not be provided to serve the needs of a growing population or habitats provided and connected for wildlife. Draft policies would otherwise protect existing designated open spaces and secure green infrastructure within development landscaping.
IIA 14 To reduce vulnerability to flooding	?	-	-	?	The identification of sites alone could encourage higher levels of development in areas of flood risk without strategic mitigation of cumulative impacts. NSP policies would otherwise ensure that flood risk due to development is managed.
IIA 15 To provide everyone with the opportunity to live in a decent home	✓✓	✓✓	✓	✓	The identification of sites would support and accelerate the overall delivery of new homes as a large proportion of the resultant development would likely be residential. However, a less coordinated approach to infrastructure could result in unexpected costs on some sites putting the delivery of affordable housing at risk if development became unviable.
IIA 16 To promote sustainable transport and minimise the need to travel by car	?	-	-	?	Without guidance strategic transport projects to promote more sustainable modes of transport might receive less consideration. Draft NSP proposals would otherwise minimise car use and prioritise other modes of travel.
IIA 17 To provide the necessary infrastructure to support existing and future development	?	-	?	-	Without the identification of land to provide infrastructure including new education and health facilities and open space and the identification of area-wide improvements the delivery of infrastructure would be less coordinated. This could lead to delays in bringing forward necessary projects and slow down development depending on them. NSP policies would otherwise require development to deliver supporting infrastructure.

	Option B: Place shaping and place making	S	M	L	Commentary on Results
IIA 1 To tackle poverty and encourage wealth creation	✓✓	✓✓	✓✓	✓✓	Requiring an uplift in employment generating land uses on suitable sites would increase employment opportunities and in concert with draft NSP development management policies include those secured for local people, as well as opportunities in construction. The increase in business space and support for economic clusters within vision areas would more broadly strengthen the local and regional economy along to provide long-term opportunities for poverty reduction and wealth creation.
IIA 2 To improve the education and skill of the population	✓✓	-	✓	✓✓	By securing land for the expansion of school places on development sites the continued improvement in educational attainment and skills for young people would be supported. The identification of opportunities to expand higher education within vision areas and securing supportive land uses would allow universities to increase the range of educational opportunities on offer within Southwark.
IIA 3 To improve the health of the population	✓✓	✓	✓	✓✓	By securing land for primary and community health care facilities, sufficient accessible services would be available for a growing population. Delivery in the form of health hubs would allow the integration of services to improve their performance. There is a projected need for new extra care facilities in the future and suitable sites have been identified where this model of housing and care would be encouraged. There is an anticipated need for nursing home care, for which sites have not yet been identified that should be kept under review. Site, area and borough wide opportunities are identified to support healthy lifestyles and wellbeing, through increasing the range of local town centre facilities, providing open space and green links and extending the cycle network. Various NSP development management policies will manage health impacts of development and secure public health gains.
IIA 4 To reduce the incidence of crime and the fear of crime	-	-	-	-	The identification of sites would have no significant effects. NSP policies would ensure development proposals design out crime as this will generally relate to the detailed design of proposals.
IIA 5 To promote social inclusion, equality, diversity and community cohesion	✓	?	✓	✓✓	Through securing land for local amenities including town centre uses and public open space, providing pleasant walking and cycling routes across areas and enhancing place-specific character opportunities would be created for social interaction and community cohesion as well as a diversity of places for different lifestyles. In regeneration areas there will be more employment opportunities for people living in deprived areas as well as improvements to area living environments, affordable housing offer, education and services. Acceleration of development in the short term may prove disruptive to social interaction. Broadly, NSP policies would also manage the impacts of development which might adversely impact specific groups.
IIA 6 To reduce contributions to climate change	✓	-	-	✓	Visions and allocations would support strategic transport improvements to control and reduce greenhouse emissions, such as improving railway access and expanding the cycle network. There may be opportunities for strategic decentralised energy networks beyond the Old Kent Road area which could be further explored. NSP proposals would otherwise minimise carbon dioxide emissions from development.
IIA 7 To improve the air quality	-	-	-	-	The identification of sites would have no significant effects. NSP policies would require air quality neutral minor development and improvements to air quality from major development.
IIA 8 To avoid waste and maximise, reuse or recycle waste arising as a resource	-	-	-	-	The identification of sites would have no significant effects. NSP policies would require adequate management of waste in accordance with the waste management hierarchy.
IIA 9 To encourage sustainable use of water resources	-	-	-	-	The identification of sites would have no significant effects. NSP policies would require reductions in water use and water quality improvement from development.
IIA 10 To maintain and enhance the quality of land and soils	✓	✓	✓	-	The identification of the development potential of certain sites, due to their historic use, may encourage the remediation of contaminated land. NSP policies would secure that remediation.
IIA 11 To protect and enhance quality of landscape and townscape	✓	✓	✓	✓	Guidance on vision area character and key landscape or townscape features and site specific design guidance on how development opportunities can complement them are provided. This would ensure that key design considerations are understood at an early stage for development proposals. NSP policies would otherwise secure a high standard of design.
IIA 12 To conserve and enhance the historic environment and cultural assets	✓	✓	✓	✓	Signposting the presence of heritage assets and their contribution to vision area character would ensure that they are considered early in the design process. NSP policies would otherwise secure the protection of heritage assets.
IIA 13 To protect and enhance open spaces, green corridors and biodiversity	✓	✓	✓	✓	By securing new open spaces on development sites and encouraging green links across vision areas the aims of the council's Open Space Strategy will be served to help meet the needs of a growing population. This will also provide opportunities for habitat creation for wildlife, including along strategic habitat corridors and in habitat restoration areas to strengthen the borough-wide green infrastructure network. NSP policies would otherwise protect existing designated open spaces and secure green infrastructure within development landscaping.
IIA 14 To reduce vulnerability to flooding	?	-	-	?	The identification of sites could encourage higher levels of development in areas of flood risk without strategic mitigation of cumulative impacts. With further investigation there may be opportunities to identify and support the delivery strategic sustainable drainage systems. NSP policies would otherwise ensure that flood risk due to development is managed.
IIA 15 To provide everyone with the opportunity to live in a decent home	✓✓	✓✓	✓✓	✓✓	By identifying development capacity for residential development housing delivery would be supported and accelerated. By increasing certainty around infrastructure requirements housing growth should be sustained including affordable housing.
IIA 16 To promote sustainable transport and minimise the need to travel by car	✓	-	✓	✓	Visions and allocations would support strategic transport improvements to promote sustainable transport, such as improving railway access and expanding the cycle network. NSP proposals would otherwise minimise car use and prioritise other modes of travel.
IIA 17 To provide the necessary infrastructure to support existing and future development	✓	✓	✓	✓✓	By securing land for infrastructure there would be greater assurance of its timely delivery, preventing delays to development. By giving greater guidance on the aims of area-wide improvements infrastructure may better help shape those places. NSP policies would otherwise require development to deliver supporting infrastructure.

The following tables set out the impacts identified through the IIA of the proposed submission version area visions and site allocations

## IIA for Bankside & the Borough Area Vision and site allocations NSP01 – NSP09

IIA Objectives	Bankside and The Borough	Timescale			Draft NSP site allocations and area visions
		S	M	L	Commentary on Results
IIA 1 To tackle poverty and encourage wealth creation	✓✓	✓	✓✓	✓✓	On employment sites the re-provision of at least the equivalent level of employment floorspace or 50% of the sites total development capacity is safeguarded, whichever is greater. This will ensure no employment floorspace is lost and in many cases will provide uplift in employment space leading to increased local job opportunities. Under NSP policies this will secure local jobs and opportunities for local businesses to tender for procurement. The area vision looks to enhance the thriving economy by promoting it as an international destination for business headquarters as well as small businesses. The sub-area will capitalise upon the prosperous local tourism industry boosted by the town centre uses and active frontages proposed across many of the sites to create a vibrant urban area and generate a more diverse supply of local job opportunities.
IIA 2 To improve the education and skill of the population	✓✓	✓	✓✓	✓✓	Provision of a new secondary school and sixth form proposed at NSP04 London Fire and Emergency Planning Authority site will create a more skilled and educated local population. Under NSP policies significant levels of construction and uplift in employment space will provide training in construction and in the final development.
IIA 3 To improve the health of the population	✓	✓	✓	✓✓	Enhancement of the low-line walking route, green links and planned cycle networks will promote active lifestyles and help reduce the causes and exposure to poor air quality. High density development envisaged will free up space and routes between building plots to improve legibility and promote social interaction. More job opportunities generated by employment space uplift and town centre uses will help reduce poverty as an underlying determinant.
IIA 4 To reduce the incidence of crime and the fear of crime	✓	-	✓	✓	Improved permeability and activation of frontages, particularly along the low-line route, will open up spaces to promote social interaction and the feeling of public safety.
IIA 5 To promote social inclusion, equality, diversity and community cohesion	✓	✓	✓	✓	High quality and inclusive public realm enhancements will be accessible to all groups. Low-line, green links and planned cycle ways will create a more legible urban environment to avoid physical barriers and issues of severance. The provision of a new sports hall with the delivery of the new school at NSP04 could be accessible to the public during evenings and weekend, to increase provision of leisure/recreation space and become an important asset accessible to all groups of the local community.
IIA 6 To reduce contributions to climate change	-	?	-	✓	Low-line, green links and planned cycle ways will promote active transport modes, improving air quality and mitigating greenhouse gas emissions. Despite excellent public transport links, the sub-area experiences some of the heaviest congestion in the borough, notably along Borough High Street stretching to London Bridge – CO2 emissions suffer as a result and these could be exacerbated by accelerated levels of construction and demolition. NSP policies will seek to minimise carbon dioxide emissions from development and encourage walking and cycling as an attractive alternative to motorised private or public transport.
IIA 7 To improve the air quality	-	?	-	✓	Low-line, green links and planned cycle ways will promote active transport modes, helping to address the causes of poor air quality. Air quality in the area suffers as a result of high levels of congestion, notably along Borough High Street stretching to London Bridge, this could be exacerbated by accelerated levels of construction and demolition. NSP policies require air quality neutral standards to be met and development and improvements to air quality from development.
IIA 8 To avoid waste and maximise, reuse or recycle waste arising as a resource	-	-	-	-	Substantial demolition and intensification of development will create new waste demands to be managed. NSP policies require a adequate management of waste from construction and intensified development in accordance with the waste management hierarchy.
IIA 9 To encourage sustainable use of water resources	-	-	-	-	Uplift in employment and residential floorspace could place additional pressures on the water network but development comes with the potential for water-recycling and sustainable water measures when development in operation. NSP policies require reductions in water use and water quality improvement from development to manage and offset its impact.

IIA 10 To maintain and enhance the quality of land and soils	-	-	-	-	All site allocations promote the re-use of previously developed sites which may provide opportunities to remediate contaminated land but soil quality is unlikely to significantly improve due to fewer large scale opportunities for additional green space due to the density of the vision area.
IIA 11 To protect and enhance quality of landscape and townscape	✓	✓	✓	✓	Development will be respectful to the designations of conservation areas and strategic viewing corridors where they apply. All existing open space is due to be retained and the vision requires that development increase or improves the number and quality open spaces and the public realm. Enhanced high-quality public realm should provide for a much improved townscape.
IIA 12 To conserve and enhance the historic environment and cultural assets	✓	-	✓	✓	Development will be respectful to the designations of conservation areas, listed buildings and archaeological assets and designed in a way which seeks to enhance the setting of historical assets where relevant.
IIA 13 To protect and enhance open spaces, green corridors and biodiversity	✓	-	✓	✓	All existing open space is due to be retained and the vision requires that development increase or improve the number and quality open spaces. This provides the opportunity to create new habitats which will enhance biodiversity and reinforce the aspirations of the ecology restoration zones (River Thames Restoration Zone and Red Cross Gardens - and surrounds Restoration Zone).
IIA 14 To reduce vulnerability to flooding	✓	-	✓	✓	Developing at higher densities could free up more space for landscape enhancements and flood mitigation measures as part of new and improved open spaces and public realm. Part of the east of the vision area falls within a Critical Drainage Area and therefore the impact of substantial development falling within this area would need to be closely investigated to ensure they will not significantly increase the risk of flooding elsewhere. NSP policies require flood risk to be reduced through implementing on-site sustainable urban drainage measures.
IIA 15 To provide everyone with the opportunity to live in a decent home	✓✓	✓✓	✓✓	✓✓	The area vision and site allocations should deliver a significant number of new homes across the area. If these are delivered to policy requirements they will offer a range of different units and tenures which will provide for a range of different needs and create inclusive residential schemes accessible to all groups.
IIA 16 To promote sustainable transport and minimise the need to travel by car	✓	✓	✓	✓	The vision area already benefits from excellent public transport connections, supporting the intensification of development. Low-line, green links, planned cycle ways and station access improvements will further promote active transport modes.
IIA 17 To provide the necessary infrastructure to support existing and future development	✓✓	✓	✓✓	✓✓	Provision of a new secondary school and sixth-form proposed at NSP04: London Fire and Emergency Planning Authority will benefit new residents and the existing local community to foster a higher skilled and educated local population. The provision of new sports hall also on this site could be accessible to public during evenings and weekend, to increase provision of leisure/recreation space, presenting an important community asset. Green links and the planned cycle networks will enhance connectivity across the sub-area.

**IIA for Bermondsey Area Vision and site allocations NSP10 – NSP13**

IIA Objectives	Bermondsey	Timescale			Draft NSP site allocations and area visions
		S	M	L	Commentary on Results
IIA 1 To tackle poverty and encourage wealth creation	✓✓	✓	✓✓	✓✓	On employment sites the re-provision of at least the equivalent level of employment floorspace or 50% of the sites total development capacity is safeguarded, whichever is greater. This will ensure no employment floorspace is lost and in many cases will provide uplift in employment space leading to increased local job opportunities. Under NSP policies this will secure local jobs and opportunities for local businesses to tender for procurement. The area vision and site allocations for Bermondsey the most part prioritise the delivery small business space for creative and cultural employment uses to create a diverse employment base and a range of job opportunities. This approach will help foster a thriving creative industries hub, providing an employment cluster accessible to local people and safeguarding the retention of existing local businesses. The transition away from light industrial uses in some cases (NSP 10 and NSP12) could result in the loss of this type of job opportunity, although the anticipated uplift of employment space let as smaller units will attract a variety of different employers and opportunities. Town centre uses and active frontages proposed across many of the sites within the vision area will create a vibrant urban area.
IIA 2 To improve the education and skill of the population	✓✓	✓	✓✓	✓✓	Provision of a replacement secondary school alongside workspace for small and medium size enterprises at NSP10 will provide a vital skills base to educate future generations and substantially increase the proportion of skilled workers in the area through apprenticeships and other training programmes. Under NSP policies significant levels of construction and uplift in employment space will provide training in construction and in the final development.
IIA 3 To improve the health of the population	✓✓	✓	✓✓	✓✓	Enhancement of the low-line walking route, green links and planned cycle networks will promote active lifestyles and help reduce the causes and exposure to poor air quality. Higher density development envisaged will free up space and routes between building plots to improve legibility and promote social interaction. More job opportunities generated by employment space uplift and town centre uses which will help reduce poverty as an underlying determinant.
IIA 4 To reduce the incidence of crime and the fear of crime	✓	-	✓	✓	Improved permeability and activation of frontages, particularly along the low-line route, will open up spaces to promote social interaction and the feeling of public safety. High quality and inclusive public realm enhancement, including proposed courtyards, will be accessible to all groups in order promote sense of community.
IIA 5 To promote social inclusion, equality, diversity and community cohesion	✓	-	✓	✓✓	High quality and inclusive public realm enhancements will be accessible to all groups. Low-line, green links and planned cycle ways will create a more legible urban environment to avoid physical barriers and issues of severance. The potential provision of community spaces and facilities as part of town centre uses prescribed in at NSP10 and NSP12 will provide the opportunity to bring together and provide services for a variety of groups for the benefit of the local community to promote social cohesion. It will be particularly important to integrate the south / south-east areas of Bermondsey as they fall within the most deprived areas in Southwark. It is therefore essential that these areas will reap the benefits of redevelopment to reduce the inequality gap.
IIA 6 To reduce contributions to climate change	-	-	-	✓	Low-line, green links and planned cycle ways will promote active transport modes, improving air quality and mitigating greenhouse gas emissions. Enhanced green linkages and proposed additional open space will encourage urban greening to adapt to the effects of climate change and reduce the urban heat island effect. Despite excellent public transport links, the sub-area experiences some of the heaviest congestion in the borough, notably along Tower Bridge Road – CO2 emissions suffer as a result and these could be exacerbated by accelerated levels of construction and demolition. NSP policies seek to minimise carbon dioxide emissions from development.
IIA 7 To improve the air quality	-	-	-	✓	Low-line, green links and planned cycle ways will promote active transport modes, helping to address the causes of poor air quality. Air quality in the area suffers as a result of high levels of congestion, notably along Tower Bridge Road, this could be exacerbated by accelerated levels of construction and demolition. However, transition away from industrial uses (NSP 10 and NSP12) might improve air quality as well limiting the number of HGV's within the sub-area which should have a positive effect on congestion. NSP policies requires development to meet air quality neutral standards and improve air quality.

IIA 8 To avoid waste and maximise, reuse or recycle waste arising as a resource	-	-	-	-	Substantial demolition and intensification of development will create new waste demands to be managed. NSP policies require adequate management of waste from construction and intensified development in accordance with the waste management hierarchy.
IIA 9 To encourage sustainable use of water resources	-	-	-	-	Uplift in employment and residential floorspace could place additional pressures on the water network but development comes with the potential for water-recycling and sustainable water measures when development in operation. NSP policies require reductions in water use and water quality improvement from development to manage and offset its impact.
IIA 10 To maintain and enhance the quality of land and soils	-	-	-	-	All site allocations promote the re-use of previously developed sites which may provide opportunities to remediate contaminated land, particularly on the former industrial sites, but soil quality is unlikely to significantly improve due to few large scale opportunities for additional green space due to the density of the vision area.
IIA 11 To protect and enhance quality of landscape and townscape	✓	✓	✓	✓	Development will be respectful to the designations of conservation areas and strategic viewing corridors where they apply. All existing open space is due to be retained whilst new open space proposed will encourage urban greening and landscape enhancements. Enhanced high-quality public realm where redevelopment occurs should provide for a much improved townscape.
IIA 12 To conserve and enhance the historic environment and cultural assets	✓	-	✓	✓	Development will be respectful to the designations of conservation areas, listed buildings and areas of archaeological significance and designed in a way which seeks to enhance the setting of historical assets where relevant.
IIA 13 To protect and enhance open spaces, green corridors and biodiversity	✓	-	✓	✓	All existing open space is due to be retained whilst proposed open space and enhanced green links will encourage urban greening and landscape enhancements. They provide the opportunity to create new habitats which will enhance biodiversity and reinforce the aspirations of the ecology restoration zone (River Thames Restoration Zone).
IIA 14 To reduce vulnerability to flooding	-	-	-	-	Developing at higher densities could free up more space for landscape enhancements and flood mitigation measures as part of new and improved open spaces and public realm. The west of the sub-area falls within a Critical Drainage Area and therefore the impact of substantial development falling within this area would need to be closely investigated to ensure they will not significantly increase the risk of flooding elsewhere. NSP policies require flood risk to be reduced through implementing onsite sustainable urban drainage measures.
IIA 15 To provide everyone with the opportunity to live in a decent home	✓✓	✓✓	✓✓	✓✓	The area vision and site allocations should deliver a significant number of new homes across the area. If these are delivered to policy requirements they will offer a range of different units and tenures which will provide for a range of different needs and create inclusive residential schemes accessible to all groups.
IIA 16 To promote sustainable transport and minimise the need to travel by car	✓	✓	✓	✓	The vision area already benefits from excellent public transport connections, supporting the intensification of development. Low-line, green links and planned cycle ways will further promote active transport modes.
IIA 17 To provide the necessary infrastructure to support existing and future development	✓✓	✓	✓✓	✓✓	Provision of a replacement secondary school alongside workspace for small and medium size enterprises at NSP08 will provide a vital skills base to educate future generations and substantially increase the proportion of skilled workers in the area through apprenticeships and other training programmes. The potential provision of community space at NSP10 will bring together a variety of groups for the benefit of the local community to promote social cohesion. It will be particularly important to ensure the south / south-east areas of Bermondsey are supported by the necessary social infrastructure to prosper and improve quality of life as they fall within the most deprived areas in Southwark. It is therefore essential that these areas will reap the benefits of redevelopment to reduce the inequality gap. Green links and the planned cycle networks will enhance connectivity across the sub-area.

## IIA for Blackfriars Road Area Vision and site allocations NSP14 – NSP21

IIA Objectives	Blackfriars Road	Timescale			Draft NSP site allocations and area visions
		S	M	L	Commentary on Results
IIA 1 To tackle poverty and encourage wealth creation	✓✓	✓	✓✓	✓✓	On employment sites the re-provision of at least the equivalent level of employment floorspace or 50% of the sites total development capacity is safeguarded, whichever is greater. This will ensure no employment floorspace is lost and in many cases will provide an uplift in employment space leading to increased local job opportunities. Under NSP policies this will secure local jobs and opportunities for local businesses to tender for procurement. The area vision looks to enhance the thriving economy by being promoted as an international destination for business headquarters and home to small and medium sized businesses, providing flexible workspace alongside cultural, leisure and arts facilities to capitalise upon the thriving local tourism industry. This will be boosted by the town centre uses and active frontages proposed across many of the sites to create a vibrant urban area and generate a more diverse supply of local job opportunities.
IIA 2 To improve the education and skill of the population	✓	-	✓	✓	Under NSP policies significant levels of construction and uplift in employment space will provide training in construction and in the final development.
IIA 3 To improve the health of the population	✓✓	✓	✓✓	✓✓	Provision of town centre uses such as D1 and D2, which can include community centres and health facilities, specifically on NSP16 and 17, will continue to serve the local community to ensure sufficient, accessible and high quality health services and community facilities for the existing and future populations. Enhancement of the low-line walking route, green links and planned cycle networks will promote active lifestyles and help reduce the causes and exposure to poor air quality. High density development envisaged will free up space and routes between building plots to improve legibility and promote social interaction. More job opportunities generated by employment space uplift and town centre uses which will help reduce poverty as an underlying determinant.
IIA 4 To reduce the incidence of crime and the fear of crime	✓	-	✓	✓	New public spaces and the vibrant mix of uses proposed around Paris Gardens will improve legibility and deliver a vibrant destination and hub of activity which draws together a variety of groups to promote social cohesion. Improved permeability and activation of frontages, particularly along the low-line route, will open up spaces to promote social interaction and the feeling of public safety.
IIA 5 To promote social inclusion, equality, diversity and community cohesion	✓	x	✓	✓	High quality and inclusive public realm enhancements will be accessible to all groups. Low-line, green links and planned cycle ways will create a more legible urban environment to avoid physical barriers and address issues of severance. The new public space and the vibrant mix of uses proposed Paris Gardens (NSP20 and NSP21) will deliver a vibrant destination and hub of activity which draw together a variety of groups and promote social cohesion. Provision of community and leisure uses for the benefit of new residents and the existing local community proposed at Ludgate House and Sampson House (NSP17) as well as the retention of the community centre, at NSP16 will be accessible to all groups and encourage social interaction. Public realm and accessibility enhancements around Southwark Station will improve access to facilities and opportunities for all. There may also be disruptions to local communities due to reconstruction from the concentration of large scale redevelopment in a localised area in the short term which will have to be carefully managed to mitigate these impacts.
IIA 6 To reduce contributions to climate change	✓	?	✓	✓	Low-line, green links, planned cycle ways and improved access to Southwark Station will promote active and sustainable transport modes, improving air quality and reducing greenhouse gas emissions. Enhanced green linkages and new public space proposed at Paris Gardens will encourage urban greening to adapt to the effects of climate change, reduce the urban heat island effect and increase ecological resilience in this ecology restoration zone. Despite excellent public transport links, Blackfriars Road experiences high levels of traffic and congestion – CO2 emissions suffer as a result and these could be exacerbated by accelerated levels of construction and demolition. NSP policies seek to minimise carbon dioxide emissions from development to offset this impact.
IIA 7 To improve the air quality	?	?	-	?	Low-line, green links and planned cycle ways will promote active transport modes, helping to address the causes of poor air quality. Air quality in the area suffers as a result of high levels of congestion, particularly along Blackfriars Road; this could be exacerbated by accelerated levels of construction and demolition. NSP policies requires development to meet air quality neutral standards and improve air quality

IIA 8 To avoid waste and maximise, reuse or recycle waste arising as a resource	-	-	-	-	Substantial demolition and intensification of development will create new waste demands to be managed. NSP policies require adequate management of waste from construction and intensified development in accordance with the waste management hierarchy.
IIA 9 To encourage sustainable use of water resources	-	-	-	-	Uplift in employment and residential floorspace could place additional pressures on the water network but development comes with the potential for water-recycling and sustainable water measures when development in operation. NSP policies require reductions in water use and water quality improvement from development to manage and offset its impact.
IIA 10 To maintain and enhance the quality of land and soils	-	-	-	-	All site allocations promote the re-use of previously developed sites which may provide opportunities to remediate contaminated land but soil quality is unlikely to significantly improve due to fewer large scale opportunities for additional green space due to the density of the vision area.
IIA 11 To protect and enhance quality of landscape and townscape	✓✓	-	✓	✓✓	Development will be respectful to the designations of conservation areas where they apply. All existing open space is due to be retained whilst new public space proposed site allocations adjacent to Paris Gardens (NSP20 and NSP21) will encourage urban greening and landscape enhancements. Enhanced high-quality public realm should provide for a much improved townscape.
IIA 12 To conserve and enhance the historic environment and cultural assets	✓	-	✓	✓	Development will be respectful to the designations of conservation areas and areas of archaeological significance and designed in a way which seeks to enhance the setting of historical assets where relevant.
IIA 13 To protect and enhance open spaces, green corridors and biodiversity	✓	-	✓	✓	All existing open space is due to be retained whilst new public space is proposed as part of NSP20 at Paris Gardens and enhanced green links will encourage urban greening and landscape enhancements. They provide the opportunity to create new habitats which will enhance biodiversity and reinforce the aspirations of the ecology restoration zones (River Thames Restoration Zone and Red Cross Gardens - and surrounds Restoration Zone).
IIA 14 To reduce vulnerability to flooding	-	-	-	-	Developing at higher densities could free up more space for landscape enhancements and flood mitigation measures as part of new and improved open spaces and public realm. NSP policies require flood risk to be reduced through implementing onsite sustainable urban drainage measures.
IIA 15 To provide everyone with the opportunity to live in a decent home	✓✓	✓✓	✓✓	✓✓	The area vision and site allocations should deliver a significant number of new homes across the area. If these are delivered to policy requirements they will offer a range of different units and tenures which will provide for a range of different needs and create inclusive residential schemes accessible to all groups.
IIA 16 To promote sustainable transport and minimise the need to travel by car	✓	✓	✓	✓	The vision area already benefits from excellent public transport connections, supporting the intensification of development. Low-line, green links, planned cycle ways and station access improvements will further promote active transport modes. Provision of an enhanced accessible tube station at NSP18: Southwark Station will encourage use of public transport.
IIA 17 To provide the necessary infrastructure to support existing and future development	✓✓	✓	✓✓	✓✓	Requirements for town centre uses such as D1 and D2 uses, which can include community centres and health facilities, will continue to serve the local community to ensure sufficient, accessible and high quality health services for the existing and future populations. The new public space and the vibrant mix of uses proposed as part of NSP20 at Paris Gardens will deliver a vibrant destination and hub of activity which draw together a variety of groups and promote social cohesion. Provision of community and leisure uses for the benefit of new residents and the existing local community proposed at NSP17 Ludgate House as well as the retention of the community centre at NSP16 will be accessible to all groups and encourage social interaction. Public realm and accessibility enhancements around Southwark Station will improve access to facilities and opportunities for all. Green links and the planned cycle networks will enhance connectivity across the sub-area.

## IIA for Camberwell Area Vision and site allocations NSP22 – NSP34

IIA Objectives	Camberwell	Timescale			Draft NSP site allocations and area visions
		S	M	L	Commentary on Results
<p>IIA 1</p> <p>To tackle poverty and encourage wealth creation</p>	✓✓	✓	✓✓	✓✓	<p>On employment sites the re-provision of at least the equivalent level of employment floorspace or 50% of the sites total development capacity is safeguarded, whichever is greater. This will ensure no employment floorspace is lost and in many cases will provide uplift in employment space leading to increased local job opportunities. Under NSP policies this will secure local jobs and opportunities for local businesses to tender for procurement. Employment site allocations for the most part seek to improve the provision of small business space to complement the thriving small business, creative and cultural employment clusters in Camberwell which will generate a diverse range of employment opportunities. The transition away from light industrial uses in some cases for example; NSP22, NSP23 and NSP25, could result in the loss of this type of job opportunity, although the anticipated uplift of employment space let as smaller units will attract a variety of different employers and opportunities. Town centre uses and active frontages proposed across many of the sites within the vision area will create a vibrant urban area, while the improvement of transport links and connectivity enhancements, notably the reopening of Camberwell Station, will improve access to employment opportunities and other facilities for all existing and future residents. These enhanced transport connections will become the catalyst for further investment in the area.</p>
<p>IIA 2</p> <p>To improve the education and skill of the population</p>	✓	-	✓	✓	<p>Under NSP policies significant levels of construction and uplift in employment space will provide training in construction and in the final development.</p>
<p>IIA 3</p> <p>To improve the health of the population</p>	✓	-	✓	✓	<p>Enhancement of the low-line walking route, green links and planned cycle networks will promote active lifestyles and help reduce the causes and exposure to poor air quality. Higher density development envisaged will free up space and routes between building plots to improve legibility and promote social interaction. More job opportunities generated by employment space uplift and town centre uses which will help reduce poverty as an underlying determinant. Improvement of transport links and connectivity enhancements, notably the reopening of Camberwell Station, will improve access to employment opportunities and other facilities for all existing and future residents. These enhanced transport connections will become the catalyst for further investment in the area. The potential for extra care homes provision across the majority of sites within the sub-area recognises the importance of addressing borough-wide needs in a suitable location. NSP35 ('Denmark Hill Campus East', part of the Denmark Hill health cluster) protects the strategic health facilities the site provides and requires that any redevelopment preprovide, support and enhance this function. This will ensure access to key health services for local residents, workers and visitors and those from further afield will continue to be provided for the benefit of public health.</p>
<p>IIA 4</p> <p>To reduce the incidence of crime and the fear of crime</p>	✓	-	✓	✓	<p>Improved permeability and activation of frontages, particularly along the low-line route, will open up spaces to promote social interaction and the feeling of public safety. High quality and inclusive public realm enhancement accessible to all groups will promote an enhanced sense of community.</p>
<p>IIA 5</p> <p>To promote social inclusion, equality, diversity and community cohesion</p>	✓	x	✓	✓✓	<p>High quality and inclusive public realm enhancements will be accessible to all groups. Low-line, green links and planned cycle ways will create a more legible urban environment to avoid physical barriers and issues of severance. New public spaces and the mix of uses proposed around Camberwell Station will create an impressive transport node and vibrant destination which will draw together a variety of groups, encourage further inward investment and promote social cohesion. Enhanced accessibility offered by the reopening of Camberwell Station and public realm enhancements will improve access to facilities and opportunities for all. There may also be disruptions to local communities from the concentration of large scale redevelopment in a localised area. Camberwell may be particularly susceptible to the impacts of this type of disruption given that it includes some of the most deprived areas of the borough, however the long term benefits of redevelopment should be far reaching as demonstrated in the rest of the integrated impact assessment for the vision area and site allocations. Potential loss of the community hall and faith building at NSP28 could result in the loss of an important ethnic community asset but could also facilitate their relocation to a more suitable location. Potential for extra care homes provision across the majority of sites within the sub-area would help ensure development serves all groups.</p>
<p>IIA 6</p> <p>To reduce contributions to climate change</p>	✓	?	✓	✓	<p>Low-line, green links, planned cycle ways and significantly the reopening of Camberwell Station will promote active transport and sustainable modes, improving air quality and reducing greenhouse gas emissions. Enhanced green linkages and new public spaces around Camberwell Station will encourage urban greening to adapt to the effects of climate change, reduce the urban heat island effect and increase ecological resilience of the Burgess Park and surrounds core habitat area. Although improved public transport should help to address congestion</p>

					particularly around the crossroads in Camberwell, CO2 emissions could still be exacerbated by accelerated levels of construction and demolition. NSP policies seek to minimise carbon dioxide emissions from development to offset this impact..
IIA 7 To improve the air quality	✓	?	✓	✓	Low-line, green links and planned cycle ways will promote active transport modes, helping to address the causes of poor air quality. Air quality in the area suffers as a result of heavy congestion at the crossroads in Camberwell, this could be exacerbated by accelerated levels of construction and demolition. However, transition away from industrial uses proposed at many of the site allocations might improve air quality as well limiting the number of HGVs within the sub-area which should have a positive effect on congestion and emissions. NSP policy requires development to meet air quality neutral standards and improve air quality
IIA 8 To avoid waste and maximise, reuse or recycle waste arising as a resource	-	-	-	-	Substantial demolition and intensification of development will create new waste demands to be managed. NSP policies require adequate management of waste from construction and intensified development in accordance with the waste management hierarchy
IIA 9 To encourage sustainable use of water resources	-	-	-	-	Uplift in employment and residential floorspace could place additional pressures on the water network but development comes with the potential for water-recycling and sustainable water measures when development in operation. NSP policies require reductions in water use and water quality improvement from development to manage and offset its impact.
IIA 10 To maintain and enhance the quality of land and soils	-	-	-	-	All site allocations promote the re-use of previously developed sites which may provide opportunities to remediate contaminated land, particularly on the former industrial sites, but soil quality is unlikely to significantly improve due to few large scale opportunities for additional green space due to the density of the vision area.
IIA 11 To protect and enhance quality of landscape and townscape	✓✓	-	✓	✓✓	Development will be respectful to the designations of conservation areas and strategic viewing corridors where they apply. All existing open space is to be retained whilst new open space proposed around Camberwell Station will encourage urban greening and landscape enhancements. Enhanced high-quality public realm should provide for a much improved townscape. The increased densities proposed at many of the site allocations will release pockets of space between building plots for public greenspace which will improve the quality of landscape and create a more legible townscape across the sub-area.
IIA 12 To conserve and enhance the historic environment and cultural assets	✓	-	✓	✓	Development will be respectful to the designations of conservation areas and areas of archaeological significance and designed in a way which seeks to enhance the setting of historical assets where relevant.
IIA 13 To protect and enhance open spaces, green corridors and biodiversity	✓	-	✓	✓	All existing open space is to be retained whilst new open space is proposed and enhanced green links will encourage urban greening and landscape enhancements. The core habitat area around Burgess Park, green links and living roofs will look to support and enhance biodiversity.
IIA 14 To reduce vulnerability to flooding	-	-	-	-	Developing at higher densities could free up more space for landscape enhancements and flood mitigation measures as part of new and improved open spaces and public realm. The majority of the sub-area falls within a Critical Drainage Area and therefore the impact of substantial development falling within this area would need to be closely investigated to ensure they will not significantly increase the risk of flooding elsewhere. Proposals for multiple developments within a concentrated area could be further investigated to assess their cumulative impact and determine whether any strategic measures to manage surface water could be encouraged. NSP policies require flood risk to be reduced through implementing onsite sustainable urban drainage measures.
IIA 15 To provide everyone with the opportunity to live in a decent home	✓✓	✓	✓✓	✓✓	The area vision and site allocations should deliver a significant number of new homes across the area. If these are delivered to policy requirements they will offer a range of different units and tenures which will provide for a range of different needs and create inclusive residential schemes accessible to all groups.
IIA 16 To promote sustainable transport and minimise the need to travel by car	✓✓	-	✓	✓✓	Camberwell will benefit from significantly improved transport connections, notably the reopening of Camberwell Station. It is anticipated these improvements will reduce reliance upon the private car and provide benefits from excellent public transport connections, supporting the intensification of development. Low-line, green links, planned cycle ways and station access improvements will further promote active transport modes.
IIA 17 To provide the necessary infrastructure to support existing and future development	✓	-	✓	✓✓	Green links and the planned cycle networks will enhance connectivity across the sub-area. Potential for extra care homes provision across the majority of sites within the sub-area recognises the importance of addressing a local need and ensure development will benefit all groups.

## IIA for Crystal Palace and Gipsy Hill Area Vision and site allocation NSP35

IIA Objectives	Crystal Palace and Gipsy Hill	Timescale			Draft NSP site allocations and area visions
		S	M	L	Commentary on Results
IIA 1 To tackle poverty and encourage wealth creation	✓	-	✓	✓	The area vision for Crystal Palace and Gipsy Hill seeks to prioritise the provision of new homes as well as encouraging small shops and services to complement, and not detract from, the economic function of Upper Norwood town centre. The limited provision of additional employment floorspace envisaged is unlikely to provide a significant uplift in local job opportunities however this is predominantly a residential area with only capacity to accommodate a local service economy.
IIA 2 To improve the education and skill of the population	-	-	-	-	The lack of employment space or education provision identified is unlikely to significantly improve education or level of skilled workers in Crystal Palace and Gipsy Hill.
IIA 3 To improve the health of the population	✓	✓	✓	✓	Enhancement of green links and planned cycle networks will promote active lifestyles and help reduce the causes of and exposure to poor air quality. The retention of the health centre at NSP35 will provide primary healthcare services to support the existing and future residential community. The suburban density zone provides significant amounts of open space for leisure and recreation to encourage social interaction and healthy lifestyles. The potential for extra care homes provision across the sites within the sub-area recognises the importance of addressing borough-wide needs in a suitable location and the design guidance for NSP35 recognises the potential for any uplift in floorspace to provide extra care housing.
IIA 4 To reduce the incidence of crime and the fear of crime	-	-	-	-	Crystal Palace and Gipsy Hill benefits from relatively low-levels of crime and deprivation.
IIA 5 To promote social inclusion, equality, diversity and community cohesion	✓	-	✓	✓	Levels of poverty and deprivation are low in this more suburban area and so the vision seeks to improve accessibility to housing and widen provision of services supporting the local community. The NSP35 site allocation is reflective of this approach by safeguarding the retention of an important community asset in the health centre. Green links and planned cycle ways will create a more legible urban environment to avoid physical barriers and address issues of severance. The area vision supports improvements to local services to meet local needs, including for school places and GP provision.
IIA 6 To reduce contributions to climate change	✓	-	-	✓	Green links and planned cycle ways will promote active transport and sustainable modes, improving air quality and reducing greenhouse gas emissions. NSP policies seek to minimise carbon dioxide emissions arising from development.
IIA 7 To improve the air quality	✓	-	-	✓	Green links and planned cycle ways will promote active transport modes, helping to address the causes of poor air quality. Air quality in the area is generally good benefitting from the lower densities and extensive greenspace. NSP policies requires development to meet air quality neutral standards and improve air quality
IIA 8 To avoid waste and maximise, reuse or recycle waste arising as a resource	-	-	-	-	NSP policies will require adequate management of waste arising from construction and intensified development in accordance with the waste management hierarchy. Minor amount of development proposed is unlikely to have a comparatively significant impact upon waste arising from development and demolition.
IIA 9 To encourage sustainable use of water resources	-	-	-	-	The comparatively minor uplift in employment and residential floorspace envisaged over the course of the plan period in Crystal Palace and Gipsy Hill is unlikely to place significant additional pressures on the water network. Development comes with the potential for water-recycling and sustainable water measures when development in operation. NSP policies require reductions in water use and water quality improvement from development to try to manage and offset its impact.
IIA 10 To maintain and enhance the quality of land and soils	-	-	-	-	As a predominantly residential suburb, the Crystal Palace and Gipsy Hill area likely benefits from good quality ground conditions. The single site allocation promotes the retention of an already developed site. Any redevelopment to deliver uplift in floorspace may provide opportunities to remediate contaminated land where applicable.

IIA 11 To protect and enhance quality of landscape and townscape	✓	✓	✓	✓	All existing open space is to be retained and the greenspace of Crystal Palace and Gipsy Hill enhanced by green linkages creating a more legible environment. All development sites will be sensitive to their respective character setting and will seek to enhance the environment they are situated within.
IIA 12 To conserve and enhance the historic environment and cultural assets	✓	✓	✓	✓	Development will be respectful to the designations of conservation areas, listed buildings and areas of archaeological significance and designed in a way which seeks to enhance the setting of historical assets where relevant.
IIA 13 To protect and enhance open spaces, green corridors and biodiversity	✓✓	✓	✓✓	✓✓	The thriving biodiversity and existing open space of the area is to be retained and the greenspace enhanced by green linkages creating a more legible environment and green corridors to support biodiversity, in particular the ecological resilience of the Dulwich Upper Wood.
IIA 14 To reduce vulnerability to flooding	-	-	-	-	The minor levels of development anticipated over the course of the plan period in Crystal Palace and Gipsy Hill is unlikely to have a significant impact upon flood risk or increasing the risk of flooding elsewhere. NSP policies require flood risk to be reduced through implementing onsite sustainable urban drainage measures.
IIA 15 To provide everyone with the opportunity to live in a decent home	✓	✓	✓	✓	Whilst development opportunities are relatively limited, Crystal Palace and Gipsy Hill have the potential to contribute towards meeting Southwark's housing need. Most new homes will be built on infill sites. If these are delivered to policy requirements they will offer a range of different units and tenures which will provide for a range of different needs and create inclusive residential schemes accessible to all groups.
IIA 16 To promote sustainable transport and minimise the need to travel by car	✓	-	✓	✓	Priority of walking, cycling through green links and planned cycle ways, as well as public transport, will reduce pressure on car parking and improve accessibility, thus reducing reliance on the private car.
IIA 17 To provide the necessary infrastructure to support existing and future development	✓	✓	✓	✓	The NSP35 site allocation is reflective of an approach to safeguard the retention of existing community by recognising the health centre's vital contribution in providing an important local asset to support the local community. Enhanced green links and planned cycle networks will reduce pressure on car parking and improve accessibility. Potential for extra care homes provision recognises the importance of addressing a local need and ensure development will benefit all groups.

## IIA for Dulwich Area Vision and site allocation NSP36

IIA Objectives	Dulwich	Timescale			Draft NSP site allocations and area visions
		S	M	L	Commentary on Results
IIA 1 To tackle poverty and encourage wealth creation	✓	-	✓	✓	The area vision for Dulwich seeks to prioritise the provision of new homes as well as encouraging small shops and services to complement and improve Dulwich's shopping centres. Should a public house no longer be viable at NSP36, the site allocation provides for at least an equivalent amount of employment space be provided including shops, restaurants or bars with active ground floor frontages. The limited provision of additional employment floorspace is unlikely to provide a significant uplift in local job opportunities however there is not such a vital need in this prosperous residential area and largely only capacity to accommodate a local service economy.
IIA 2 To improve the education and skill of the population	-	-	-	-	The lack of employment space or education provision identified is unlikely to significantly improve education or level of skilled workers in Dulwich, however the vision requires that development should support improvements to local services to meet the local demand, including school places.
IIA 3 To improve the health of the population	✓	✓	✓	✓	Enhancement of green links and planned cycle networks will promote active lifestyles and help reduce the causes and exposure to poor air quality. The retention of health centre at NSP36 will provide primary healthcare services to support the existing and future residential community of Dulwich. The suburban density zone provides significant amounts of open space for leisure and recreation to encourage social interaction and healthy lifestyles. The potential for extra care homes provision at NSP36 recognises the importance of addressing borough-wide needs in a suitable location.
IIA 4 To reduce the incidence of crime and the fear of crime	✓	-	✓	-	Dulwich benefits from low-levels of crime and deprivation. Improved permeability and activation of frontages in Dulwich Village and Lordship Lane will promote social interaction and the feeling of public safety.
IIA 5 To promote social inclusion, equality, diversity and community cohesion	✓	-	✓	✓	Levels of poverty and deprivation are low in this more suburban area and so the vision seeks to improve accessibility to housing and widen provision of services supporting the local community. The site allocation of NSP36 is reflective of this approach by safeguarding the retention of existing community assets in the Grove Tavern Public House. Green links and planned cycle ways will create a more legible urban environment to avoid physical barriers and address issues of severance. Potential for extra care homes provision identified in the site allocation recognises the importance of addressing a local need.
IIA 6 To reduce contributions to climate change	✓	-	-	✓	Green links and planned cycle ways will promote active transport and sustainable modes, improving air quality and reducing greenhouse gas emissions. Enhanced green linkages will increase ecological resilience of the Great North Wood – centred around Dulwich core habitat area. NSP policies seek to minimise carbon dioxide emissions arising from development.
IIA 7 To improve the air quality	✓	-	-	✓	Green links and planned cycle ways will promote active transport modes, helping to address the causes of poor air quality. Air quality in the area is generally good benefitting from the lower densities and extensive greenspace. However NSP36 has identified that the air quality along the South Circular (A205), which the site allocation is located adjacent to, is poor. The site allocation specified that this should be addressed and mitigated through any redevelopment of the site. NSP policies requires development to meet air quality neutral standards and improve air quality
IIA 8 To avoid waste and maximise, reuse or recycle waste arising as a resource	-	-	-	-	NSP policies require adequate management of waste arising from construction and intensified development in accordance with the waste management hierarchy. Minor amount of development proposed is unlikely to have a comparatively significant impact upon waste arising from development and demolition.
IIA 9 To encourage sustainable use of water resources	-	-	-	-	The comparatively minor uplift in employment and residential floorspace is unlikely to place significant additional pressures on the water network. Development comes with the potential for water-recycling and sustainable water measures when development in operation. NSP policies require reductions in water use and water quality improvement from development to try to offset its impact.
IIA 10 To maintain and enhance the quality of land and soils	-	-	-	-	As a predominantly low density residential suburb Dulwich likely benefits from good quality ground conditions. All site allocations promote the re-use of previously developed sites which may provide opportunities to remediate contaminated land where applicable.

IIA 11 To protect and enhance quality of landscape and townscape	✓	✓	✓	✓	Development will be respectful to the designations of conservation areas and listed buildings where they apply. All existing open space is to be retained and the greenspace of Dulwich enhanced by green linkages creating a more legible environment. All development sites will be sensitive to their respective character setting and will seek to enhance the environment they are situated within. Development at NSP36 should carefully consider the sites relation to and setting of Dulwich Park.
IIA 12 To conserve and enhance the historic environment and cultural assets	✓	✓	✓	✓	Development will be respectful to the designations of conservation areas, listed buildings and areas of archaeological significance and designed in a way which seeks to enhance the setting of historical assets where relevant.
IIA 13 To protect and enhance open spaces, green corridors and biodiversity	✓✓	✓	✓✓	✓✓	The thriving biodiversity and existing open space of Dulwich is to be retained and the greenspace of Dulwich enhanced by green linkages creating a more legible environment and green corridors to support biodiversity, in particular the ecological resilience of the Great North Wood – centred around Dulwich core habitat area.
IIA 14 To reduce vulnerability to flooding	-	-	-	-	The majority of the sub-area falls within a Critical Drainage Area, however the minor level of development anticipated in Dulwich is unlikely to have a significant impact upon flood risk or increasing the risk of flooding elsewhere. NSP policies require flood risk to be reduced through implementing onsite sustainable urban drainage measures.
IIA 15 To provide everyone with the opportunity to live in a decent home	✓	✓	✓	✓	Whilst development opportunities in Dulwich are relatively limited, Dulwich has the potential to contribute towards meeting Southwark's housing need. Most new homes will be built on infill sites. If these are delivered to policy requirements they will offer a range of different units and tenures which will provide for a range of different needs and create inclusive residential schemes accessible to all groups.
IIA 16 To promote sustainable transport and minimise the need to travel by car	✓	-	✓	✓	Priority of walking, cycling through green links and planned cycle ways, as well as public transport, will reduce pressure on car parking and improve accessibility, thus reducing reliance on the private car.
IIA 17 To provide the necessary infrastructure to support existing and future development	✓	✓	✓	✓	The site allocation of NSP36 seeks to safeguard the retention of existing community assets in the Grove Tavern Public House.. This will help retain and provide important local assets part of the area's social infrastructure to support the local community. Enhanced green links and planned cycle networks will reduce pressure on car parking and improve accessibility. Potential for extra care homes provision at both site allocations in Dulwich recognises the importance of addressing a local need and ensure development will benefit all groups.

## IIA for East Dulwich Area Vision and site allocations NSP37 – NSP41

IIA Objectives	East Dulwich	Timescale			Draft NSP site allocations and area visions
		S	M	L	Commentary on Results
IIA 1 To tackle poverty and encourage wealth creation	✓	✓	✓	✓	The area vision for East Dulwich seeks to prioritise the provision of new homes as well as encouraging small shops to complement and improve the employment opportunities and service provision along Lordship Lane, Grove Vale and Forest Hill Road. A wider provision of employment uses will be sensitive to the surrounding residential neighbourhoods and only employment uses which will not harm the amenity of residential properties will be approved.
IIA 2 To improve the education and skill of the population	✓✓	✓	✓✓	✓✓	Provision of a new secondary school on the site of East Dulwich Community Hospital (NSP41) will create a more skilled and educated population delivering improved job opportunities and routes into work.
IIA 3 To improve the health of the population	✓✓	✓	✓✓	✓✓	Enhancement of green links and planned cycle networks will promote active lifestyles and help reduce the causes and exposure to poor air quality. The proposed delivery of a new health centre at the East Dulwich Community Hospital site (NSP41) will provide vital health provision to support the existing and future residential community of East Dulwich. The suburban density zone provides significant amounts of open space for leisure and recreation to encourage social interaction and healthy lifestyles. Improved accessibility to greenspace surrounding NSP38 will improve access to this recreation and leisure provision. More job opportunities generated by employment space uplift and town centre uses which will help reduce poverty as an underlying determinant. The potential for extra care homes provision across the majority of sites within the sub-area recognises the importance of addressing borough-wide needs in a suitable location.
IIA 4 To reduce the incidence of crime and the fear of crime	-	-	-	-	Dulwich benefits from low-levels of crime and deprivation. Improved permeability and activation of frontages along Lordship Lane, Grove Vale and Denmark Hill Road will promote social interaction and the feeling of public safety.
IIA 5 To promote social inclusion, equality, diversity and community cohesion	✓	-	✓	✓	Levels of poverty and deprivation are low in this more suburban area with the vision seeking to improve accessibility to housing and widen provision of services supporting the local community. Many of the site allocations are reflective of this approach, including the proposed provision of a new school and health centre (NSP41) providing an important function to support a healthy residential community and access to services for all. Green links and planned cycle ways will create a more legible urban environment to avoid physical barriers and address issues of severance. Potential for extra care homes provision across the majority of sites within the sub-area would help ensure development serves all groups.
IIA 6 To reduce contributions to climate change	✓	-	-	✓	Green links and planned cycle ways will promote active transport and sustainable modes, improving air quality and reducing greenhouse gas emissions. Enhanced green linkages will increase ecological resilience of the Great North Wood – centred around Dulwich core habitat area. Dulwich benefits from substantial existing greenspace which mitigate the effects of climate change and urban heat island effect. Priority of walking, cycling and public transport should reduce pressure on car parking and improve accessibility, however use of the private car is still likely to be high and increased delivery of housing may place pressures on public transport and generate additional traffic in the area. NSP policies seek to minimise carbon dioxide emissions arising from development to offset this impact.
IIA 7 To improve the air quality	✓	-	-	✓	Green links and planned cycle ways will promote active transport modes, helping to address the causes of poor air quality. Air quality in the area is generally good benefitting from the lower densities and extensive greenspace. NSP policies require development to meet air quality neutral standards and improve air quality. Priority of walking, cycling and public transport will reduce pressure on car parking and improve accessibility, thus reducing reliance on the private car.
IIA 8 To avoid waste and maximise, reuse or recycle waste arising as a resource	-	-	-	-	NSP policies require adequate management of waste arising from construction and intensified development in accordance with the waste management hierarchy. Some of the site allocations within East Dulwich (NSP37 and NSP41) indicate the potential retention and reuse of existing buildings, limiting the need for demolition and waste.
IIA 9	-	-	-	-	The comparatively low uplift in employment and residential floorspace may place some minor additional pressures on the water network. Development comes with the potential for water-recycling and sustainable water measures when development in operation. NSP policies

To encourage sustainable use of water resources					require reductions in water use and water quality improvement from development to manage and offset any impact.
IIA 10 To maintain and enhance the quality of land and soils	-	-	-	-	As a predominantly low density residential suburb East Dulwich likely benefits from good quality ground conditions. All site allocations promote the re-use of previously developed sites which may provide opportunities to remediate contaminated land where applicable.
IIA 11 To protect and enhance quality of landscape and townscape	✓	✓	✓	✓	Development will be respectful to the designations of conservation areas where they apply. Existing open space is to be retained and the greenspace of Dulwich enhanced by green linkages creating a more legible environment. All development sites will be sensitive to their respective character setting and will seek to enhance the environment they are situated within. Proposals at NSP38 should sensitively consider how the development will relate to and enhance the surrounding greenspace.
IIA 12 To conserve and enhance the historic environment and cultural assets	✓	-	✓	✓	Development will be respectful to the designations of conservation areas, listed buildings and areas of archaeological significance and designed in a way which seeks to enhance the setting of historical assets where relevant.
IIA 13 To protect and enhance open spaces, green corridors and biodiversity	✓	✓	✓	✓	The thriving biodiversity and existing open space of East Dulwich will be enhanced by green linkages creating a more legible environment and green corridors to support biodiversity, in particular the ecological resilience of the Great North Wood – centred around Dulwich core habitat area.
IIA 14 To reduce vulnerability to flooding	-	-	-	-	Developing at higher densities could free up more space for landscape enhancements and flood mitigation measures. The sub-area falls within Critical Drainage Area however the comparatively minor level of development anticipated in East Dulwich is unlikely to have a significant impact upon flood risk or increasing the risk of flooding elsewhere. NSP policies require flood risk to be reduced through implementing onsite sustainable urban drainage measures.
IIA 15 To provide everyone with the opportunity to live in a decent home	✓	✓	✓	✓	Whilst development opportunities in East Dulwich are relatively limited, the area has the potential to contribute towards meeting Southwark's housing need. If these are delivered to policy requirements they will offer a range of different units and tenures which will provide for a range of different needs and create inclusive residential schemes accessible to all groups. Potential for extra care homes provision across the majority of sites within the sub-area recognises the importance of addressing a local need and ensure development will benefit all groups.
IIA 16 To promote sustainable transport and minimise the need to travel by car	✓	-	✓	✓	Priority of walking, cycling through green links and planned cycle ways, as well as public transport, will reduce pressure on car parking and improve accessibility, thus reducing reliance on the private car.
IIA 17 To provide the necessary infrastructure to support existing and future development	✓✓	✓	✓✓	✓✓	The proposed delivery of a new secondary school and health centre at the East Dulwich Community Hospital site (NSP41) will significantly improve social infrastructure provision for the benefit of existing and future residents. Green links and the planned cycle networks will enhance connectivity across the sub-area. Potential for extra care homes provision across the majority of sites within the sub-area recognises the importance of addressing a local need and ensure development will benefit all groups.

## IIA for Elephant and Castle Area Vision and site allocations NSP42 – NSP49

IIA Objectives	Elephant and Castle	Timescale			Draft NSP site allocations and area visions
		S	M	L	Commentary on Results
IIA 1 To tackle poverty and encourage wealth creation	✓✓	✓	✓✓	✓✓	On employment sites the re-provision of at least the equivalent level of employment floorspace or 50% of the sites total development capacity is safeguarded, whichever is greater. This will ensure no employment floorspace is lost and in many cases will provide uplift in employment space leading to increased local job opportunities. Under NSP policies this will secure local jobs and opportunities for local businesses to tender for procurement. Site allocations for the most part allow for the delivery of flexible workspace to provide a diverse range of employment opportunities. The transition away from light industrial uses in some cases (NSP42 and NSP44) could result in the loss of this type of job opportunity, further curation of the employment offer would help manage the risk of creating a one-dimensional local economy. Town centre uses and active frontages proposed across many of the sites within the vision area should create a vibrant urban area which capitalises upon the growing tourism industry of Elephant and Castle, thus helping to generate a more diverse supply of local employment opportunities. Provision of research and education facilities to support LSBU quarter will create a more skilled and educated population and a greater proportion of higher paid jobs in time. The vision requires development provides opportunities for small businesses, including those which are part of and serve the local Latin American community. This should help encourage wealth creation across a range of existing groups located in the Elephant and Castle vision area.
IIA 2 To improve the education and skill of the population	✓✓	✓	✓	✓✓	Provision of research and education facilities to support the LSBU quarter will create a more skilled and educated population. Under NSP policies significant levels of construction and uplift in employment space will provide training in construction and in the final development.
IIA 3 To improve the health of the population	✓	✓	✓	✓✓	Enhancement of the low-line walking route, green links and planned cycle networks will promote active lifestyles and help reduce the causes and exposure to poor air quality. High density development around Elephant and Castle roundabout will free up space and routes between building plots to improve legibility and promote social interaction. More job opportunities generated by employment space uplift and town centre uses which will help reduce poverty as an underlying determinant. Potential delivery of new community health hubs (NSP43, NSP44, NSP45, NSP46 and NSP47) will ensure sufficient, accessible and higher quality primary and community health services for a growing population.
IIA 4 To reduce the incidence of crime and the fear of crime	✓	-	✓	✓	New public spaces and the vibrant mix of uses proposed at NSP46 Skipton House and NSP47 Elephant and Castle Shopping Centre sites will deliver two vibrant destinations and hubs of activity which draw together a variety of groups to promote social cohesion and improve safety.
IIA 5 To promote social inclusion, equality, diversity and community cohesion	✓	x	✓	✓✓	High quality and inclusive public realm enhancements will be accessible to all groups. Low-line, green links and planned cycle ways will create a more legible urban environment to avoid physical barriers and issues of severance. New public spaces and the vibrant mix of uses proposed at NSP46 Skipton House and NSP47 Elephant and Castle Shopping Centre site will deliver two vibrant destinations and hubs of activity which draw together a variety of groups and promote social cohesion. Enhanced accessibility and public realm around Elephant and Castle Station will improve access to facilities and opportunities for all. The Southwark Playhouse cultural use will be retained at NSP44. In the short term there will be the loss of a community asset in the Perry Library by proposals for NSP46. There may also be disruptions to local communities from the concentration of large scale redevelopment in a localised area.
IIA 6 To reduce contributions to climate change	-	?	-	✓	Low-line, green links, planned cycle ways and improved access to Elephant and Castle Station will promote active and sustainable transport modes, improving air quality and reducing greenhouse gas emissions. Enhanced green linkages and new public spaces proposed at NSP46 Skipton House, NSP47 Elephant and Castle Shopping Centre site, and NSP43 Bakerloo Sidings site will encourage urban greening to adapt to the effects of climate change, reduce the urban heat island effect and increase ecological resilience in the Heygate and Aylesbury local restoration area. Despite excellent public transport links, the Elephant and Castle junction experiences some of the heaviest congestion in the borough – CO2 emissions suffer as a result and these could be exacerbated by accelerated levels of construction and demolition. NSP policies seek to minimise carbon dioxide emissions from development to offset this impact.

IIA 7 To improve the air quality	-	?	-	✓	Low-line, green links and planned cycle ways will promote active transport modes, helping to address the causes of poor air quality. Air quality in the area suffers as a result of congestion at the Elephant and Castle junction, this could be exacerbated by accelerated levels of construction and demolition. NSP policies requires development to meet air quality neutral standards and improve air quality
IIA 8 To avoid waste and maximise, reuse or recycle waste arising as a resource	-	-	-	-	Substantial demolition and intensification of development will create new waste demands to be managed. NSP policies require adequate management of waste from construction and intensified development in accordance with the waste management hierarchy.
IIA 9 To encourage sustainable use of water resources	-	-	-	-	Uplift in employment and residential floorspace could place additional pressures on the water network but development comes with the potential for water-recycling and sustainable water measures when development in operation. NSP policies require reductions in water use and water quality improvement from development to manage and offset this impact.
IIA 10 To maintain and enhance the quality of land and soils	-	-	-	-	All site allocations promote the re-use of previously developed sites may provide opportunities to remediate contaminated land, particularly on the former industrial sites, but soil quality is unlikely to significantly improve due to fewer large scale opportunities for additional green space due to the density of the vision area.
IIA 11 To protect and enhance quality of landscape and townscape	✓✓	-	✓	✓✓	Development will be respectful to the designations of conservation areas and strategic viewing corridors where they apply. All existing open space is due to be retained whilst new public spaces proposed at NSP45 Skipton House, NSP46 Elephant and Castle Shopping Centre site, and NSP42 Bakerloo Sidings site will encourage urban greening and landscape enhancements. Enhanced high-quality public realm should provide for a much improved townscape.
IIA 12 To conserve and enhance the historic environment and cultural assets	✓	-	✓	✓	Development will be respectful to the designations of conservation areas and areas of archaeological significance and designed in a way which seeks to enhance the setting of historical assets where relevant. The Southwark Playhouse cultural use will be retained at NSP43 to safeguard an important cultural asset. In the short term there will be the loss of a community asset in the Perry Library by proposals for NSP46.
IIA 13 To protect and enhance open spaces, green corridors and biodiversity	✓	-	✓	✓	All existing open space is due to be retained whilst new public spaces is proposed at NSP46 Skipton House, NSP47 Elephant and Castle Shopping Centre site, and NSP43 Bakerloo Sidings site. Along with green links these will encourage urban greening and landscape enhancements. These provide the opportunity to create new habitats to reinforce the Heygate and Aylesbury ecology local restoration area.
IIA 14 To reduce vulnerability to flooding	-	-	-	-	Developing at higher densities could free up more space for landscape enhancements and flood mitigation measures as part of new and improved open spaces and public realm. NSP policies require flood risk to be reduced through implementing onsite sustainable urban drainage measures.
IIA 15 To provide everyone with the opportunity to live in a decent home	✓✓	✓✓	✓✓	✓✓	The area vision and site allocations should deliver a significant number of new homes across the area. If these are delivered to policy requirements they will offer a range of different units and tenures which will provide for a range of different needs and create inclusive residential schemes accessible to all groups.
IIA 16 To promote sustainable transport and minimise the need to travel by car	✓	✓	✓	✓	The vision area already benefits from excellent public transport connections, supporting the intensification of development. Low-line, green links, planned cycle ways and station access improvements will further promote active transport modes
IIA 17 To provide the necessary infrastructure to support existing and future development	✓✓	-	✓	✓✓	Provision of community and leisure uses for the benefit of new residents and the existing local community are proposed at NSP46 Skipton House. New public spaces and the mix of uses proposed at NSP46 Skipton House and NSP47 Elephant and Castle Shopping Centre site will deliver two vibrant destinations and hubs of activity. Green links will enhance connectivity across the sub-area. Several site allocations have been identified to potentially deliver a new health centre at NSP43, NSP44, NSP45 NSP46 and NSP47.

## IIA for Herne Hill & North Dulwich Area Vision and site allocations NSP50

IIA Objectives	Herne Hill	Timescale			Draft NSP site allocations and area visions
		S	M	L	Commentary on Results
IIA 1 To tackle poverty and encourage wealth creation	✓	✓	✓	✓	Development will seek to expand and diversify the business cluster around the railway viaducts to deliver a wider provision of local job opportunities and tackle any local unemployment. The single site allocation (NSP50) is reflective of this approach by seeking to contribute to the existing business cluster of Herne Hill by providing at least the equivalent amount of employment floorspace currently on the site and by introducing more intensive uses on site to increase the number of local job opportunities. However, the limited provision of additional employment floorspace is unlikely to provide a significant uplift in local job opportunities.
IIA 2 To improve the education and skill of the population	-	-	-	-	The lack of employment space or education provision identified is unlikely to significantly improve education or level of skilled workers in Herne Hill, although the relative prosperity of the area perhaps does not necessitate a substantial need.
IIA 3 To improve the health of the population	✓	-	✓	✓	Enhancement of green links and planned cycle networks will promote active lifestyles and help reduce the causes and exposure to poor air quality. Herne Hill benefits from substantial greenspace assets for leisure and recreation to encourage healthy lifestyles, most notably Brockwell Park, located in the London Borough of Lambeth. More job opportunities generated by employment space uplift and town centre uses will help reduce poverty as an underlying determinant. Proposals will deliver an improved quality and provision of housing accessible to all groups.
IIA 4 To reduce the incidence of crime and the fear of crime	-	-	-	-	Herne Hill benefits from comparatively low levels of crime and deprivation. Improved permeability and activation of frontages along Half Moon Lane, Herne Hill and Norwood Road displaying a vibrant mix of uses will promote social interaction and the feeling of public safety.
IIA 5 To promote social inclusion, equality, diversity and community cohesion	✓	-	✓	✓	Green links and planned cycle ways will create a more legible urban environment to avoid physical barriers and address issues of severance. Vibrant mix of town centre uses and active frontages proposed along Norwood Road, Herne Hill and Half Moon Lane will promote social interaction.
IIA 6 To reduce contributions to climate change	✓	-	-	✓	Green links and planned cycle ways to the north of Herne Hill vision area will promote active transport and sustainable modes, improving air quality and reducing greenhouse gas emissions. Herne Hill benefits from substantial existing greenspace which mitigate the effects of climate change and urban heat island effect. Proposed new open space towards top of Half Moon Lane will improve this. Priority of walking, cycling and public transport should reduce pressure on car parking and improve accessibility. NSP policies seek to minimise carbon dioxide emissions arising from development.
IIA 7 To improve the air quality	✓	-	-	✓	Green links and planned cycle ways will promote active transport modes, helping to address the causes of poor air quality. Air quality in the area is generally good benefiting from the lower densities and extensive greenspace. NSP policies require development to meet air quality neutral standards and improve air quality. Priority of walking, cycling and public transport will reduce pressure on car parking and improve accessibility, thus reducing reliance on the private car.
IIA 8 To avoid waste and maximise, reuse or recycle waste arising as a resource	-	-	-	-	NSP policies require adequate management of waste arising from construction and intensified development in accordance with the waste management hierarchy. The minor amount of development proposed and reuse of an existing site is likely to have a comparatively low impact upon waste arising from demolition and development.
IIA 9 To encourage sustainable use of water resources	-	-	-	-	The comparatively low uplift in employment and residential floorspace may place some minor additional pressures on the water network. Development comes with the potential for water-recycling and sustainable water measures when development in operation. NSP policies require reductions in water use and water quality improvement from development to manage and offset this impact.
IIA 10 To maintain and enhance the quality of land and soils	-	-	-	-	All site allocations promote the re-use of previously developed sites which may provide opportunities to remediate contaminated land where applicable. NSP50 Bath Trading Estate promotes the re-use of previously developed land and may provide opportunities to improve ground conditions if parts of the site are cleared and redeveloped.

IIA 11 To protect and enhance quality of landscape and townscape	✓	✓	✓	✓	Development will be respectful to the designations of conservation areas where they apply. All development sites will be sensitive to their respective character setting and will seek to enhance the environment they are situated within. Development at NS50 should carefully consider the sites relation to Brockwell Park.
IIA 12 To conserve and enhance the historic environment and cultural assets	✓	-	✓	✓	Development will be respectful to the designations of conservation areas , listed buildings and areas of archaeological significance and designed in a way which seeks to enhance the setting of historical assets where relevant.
IIA 13 To protect and enhance open spaces, green corridors and biodiversity	✓	-	✓	✓	The biodiversity and existing open space of Herne Hill will be enhanced by green linkages creating a more legible environment and green corridors to promote biodiversity, supporting the aspirations of the Strategic Habitat Corridor running through the sub-area.
IIA 14 To reduce vulnerability to flooding	✓	✓	✓	✓	Developing at higher densities could free up more space for landscape enhancements and flood mitigation measures as part of new and improved open spaces and public realm. The sub-area falls within Critical Drainage Area and Herne Hill has been subject to several serious surface water flooding incidents over the past 20 years. In response to this the area vision specifically requires that developments should improve surface water drainage in the area to address and mitigate this risk., while NSP policies require flood risk to be reduced through implementing onsite sustainable urban drainage measures.
IIA 15 To provide everyone with the opportunity to live in a decent home	✓	✓	✓	✓	Whilst development opportunities in Herne Hill are relatively limited, infill sites have the potential to contribute towards meeting Southwark's housing need. If these are delivered to policy requirements they will offer a range of different units and tenures which will provide for a range of different needs and create inclusive residential schemes accessible to all groups.
IIA 16 To promote sustainable transport and minimise the need to travel by car	✓	✓	✓	✓	Priority of walking, cycling through green links and planned cycle ways, will reduce pressure on car parking and improve accessibility, thus reducing reliance on the private car.
IIA 17 To provide the necessary infrastructure to support existing and future development	✓	✓	✓	✓	The extensive open space and greenspace assets of Herne Hill will be retained and proposed green links will create a more legible and connected environment.

**IIA for London Bridge Area Vision and site allocations NSP51 – NSP54**

IIA Objectives	London Bridge	Timescale			Draft NSP site allocations and area visions
		S	M	L	Commentary on Results
IIA 1 To tackle poverty and encourage wealth creation	✓✓	✓	✓✓	✓✓	On employment sites the re-provision of at least the equivalent level of employment floorspace or 50% of the sites total development capacity is safeguarded, whichever is greater. This will ensure no employment floorspace is lost and in many cases will provide uplift in employment space leading to increased local job opportunities. Under NSP policies this will secure local jobs and opportunities for local businesses to tender for procurement. Site allocations for the most part allow for the delivery of flexible workspace to provide a diverse range of employment opportunities. Further curation of the employment offer would help manage the risk of creating a one-dimensional local economy and ensure job opportunities are accessible to all. Town centre uses and active frontages proposed across many of the sites within the vision area should create a vibrant urban area which capitalises upon the thriving tourism industry of London Bridge, thus helping to generate a more diverse supply of local employment opportunities.
IIA 2 To improve the education and skill of the population	✓✓	✓	✓✓	✓✓	Provision of research and education facilities alongside the London Bridge Health Cluster (NSP51) will create a more skilled and educated population. Under NSP policies significant levels of construction and uplift in employment space will provide training in construction and in the final development.
IIA 3 To improve the health of the population	✓✓	✓	✓✓	✓✓	Enhancement of the low-line walking route, green links and planned cycle networks will promote active lifestyles and help reduce the causes and exposure to poor air quality. High density development expected will free up space and routes between building plots to improve legibility and promote social interaction through the provision of new public spaces, such as one expected at NSP53. More job opportunities generated by employment space uplift and town centre uses which will help reduce poverty as an underlying determinant. Delivery and enhancement of the London Bridge Health Cluster (NSP51) will ensure sufficient, accessible and higher quality primary and community health services for a growing population.
IIA 4 To reduce the incidence of crime and the fear of crime	-	-	✓	✓	New public spaces (NSP53) and the vibrant mix of uses proposed delivered across the site allocations will create hubs of activity which draw together a variety of groups to promote social cohesion and improve safety. High quality and inclusive public realm enhancements, accessible to all groups will promote a sense of community.
IIA 5 To promote social inclusion, equality, diversity and community cohesion	✓	-	✓	✓	High quality and inclusive public realm enhancements will be accessible to all groups. Low-line, green links and planned cycle ways will create a more legible urban environment to avoid physical barriers and issues of severance. New public spaces (NSP53) and the vibrant mix of uses proposed delivered across the site allocations will create hubs of activity which draw together a variety of groups to promote social cohesion.
IIA 6 To reduce contributions to climate change	?	?	-	✓	Low-line, green links and planned cycle ways will promote active transport and sustainable modes, improving air quality and reducing greenhouse gas emissions. Higher densities anticipated will release pockets of space between buildings for landscape enhancements to encourage urban greening and adapt to the effects of climate change, reducing the urban heat island effect. Despite excellent public transport links, London Bridge experiences some of the most heavily congested roads in the borough – CO2 emissions suffer as a result and these could be exacerbated by accelerated levels of construction and demolition. NSP policies seek to minimise carbon dioxide emissions from development to offset this impact. The area vision identifies London Bridge as a place where development should deliver greenery and innovations in environmental resilience incorporated into buildings. This will help mitigate the impacts of climate change.
IIA 7 To improve the air quality	?	?	-	✓	Low-line, green links and planned cycle ways will promote active transport modes, helping to address the causes of poor air quality. Air quality in the area suffers as a result of heavy congestion around London Bridge, this could be exacerbated by accelerated levels of construction and demolition. NSP policies requires development to meet air quality neutral standards and improve air quality
IIA 8 To avoid waste and maximise, reuse or recycle waste arising as a resource	-	-	-	-	Substantial demolition and intensification of development will create new waste demands to be managed. NSP policies require adequate management of waste from construction and intensified development in accordance with the waste management hierarchy.

IIA 9 To encourage sustainable use of water resources	-	-	-	-	Uplift in employment and residential floorspace could place additional pressures on the water network but development comes with the potential for water-recycling and sustainable water measures when development in operation. NSP policies require reductions in water use and water quality improvement from development to try to manage and offset its impact.
IIA 10 To maintain and enhance the quality of land and soils	-	-	-	-	All site allocations promote the re-use of previously developed sites and may provide opportunities to remediate contaminated land, but soil quality is unlikely to significantly improve due to fewer large scale opportunities for additional green space due to the density of the vision area.
IIA 11 To protect and enhance quality of landscape and townscape	✓✓	-	✓	✓✓	Development will be respectful to the designations of conservation areas and strategic viewing corridors where they apply. All existing green space is due to be retained and the additional public space provided at NSP53 and green linkages proposed will encourage urban greening and landscape enhancements. Enhanced high-quality public realm should provide for a much improved townscape.
IIA 12 To conserve and enhance the historic environment and cultural assets	✓	-	✓	✓	Development will be respectful to the designations of conservation areas, listed buildings and areas of archaeological significance and designed in a way which seeks to enhance the setting of historical assets where relevant. Development will be sensitive to the historical significance of London Bridge and Borough High Street.
IIA 13 To protect and enhance open spaces, green corridors and biodiversity	✓	-	✓	✓	Limited opportunities to enhance biodiversity and greenspace due to the sub-areas density. All existing open space is due to be retained whilst new public space proposed at NSP53 along with green links these will encourage urban greening and landscape enhancements in the ecology restoration zones (River Thames Restoration Zone and Red Cross Gardens - and surrounds Restoration Zone).
IIA 14 To reduce vulnerability to flooding	?	-	-	?	Developing at higher densities could free up more space for landscape enhancements and flood mitigation measures as part of new and improved open spaces and public realm. The sub-area falls within a Critical Drainage Area and therefore the impact of substantial development falling within this area would need to be closely investigated to ensure they will not significantly increase the risk of flooding elsewhere. Proposals for multiple developments within a concentrated area could be further investigated to assess their cumulative impact and determine whether any strategic measures to manage surface water could be encouraged. NSP policies require flood risk to be reduced through implementing onsite sustainable urban drainage measures.
IIA 15 To provide everyone with the opportunity to live in a decent home	✓✓	✓	✓✓	✓✓	The area vision and site allocations should deliver a significant number of new homes across the area. If these are delivered to policy requirements they will offer a range of different units and tenures which will provide for a range of different needs and create inclusive residential schemes accessible to all groups.
IIA 16 To promote sustainable transport and minimise the need to travel by car	✓	✓	✓	✓	The vision area already benefits from excellent public transport connections, supporting the intensification of development. Low-line, green links, planned cycle ways and station access improvements will further promote active transport modes.
IIA 17 To provide the necessary infrastructure to support existing and future development	✓✓	✓	✓✓	✓✓	Delivery and enhancement of London Bridge Health Cluster (NSP51) will provide education and research facilities which will improve skills leading to job opportunities as well as ensuring sufficient, accessible and higher quality primary and community health services for a growing population. Green links will enhance connectivity across the sub-area, promoting healthy lifestyles and improving access to services. All existing open space is due to be retained and an additional open space provided south-west of NSP53 to create more opportunities for leisure and social interaction.

### IIA for Nunhead Area Vision (no site allocations)

IIA Objectives	Nunhead	Timescale			Draft NSP site allocations and area visions
		S	M	L	Commentary on Results
IIA 1 To tackle poverty and encourage wealth creation	✓	✓	✓	-	Development should complement and improve the town centre offer at Evelina Road, Forest Hill Road and Cheltenham Road, including the retention of small shops to provide a broad range of employment opportunities. The limited detailed provision of additional employment floorspace is unlikely to provide a significant uplift in local job opportunities.
IIA 2 To improve the education and skill of the population	-	-	-	-	The lack of employment space or education provision identified is unlikely to significantly improve education or level of skilled workers in Dulwich, although the relative prosperity of the area perhaps does not demonstrate a considerable need.
IIA 3 To improve the health of the population	✓	-	✓	✓	Enhancement of green links and planned cycle networks will promote active lifestyles and help reduce the causes and exposure to poor air quality. The suburban density zone provides significant amounts of open space for leisure and recreation to encourage social interaction and healthy lifestyles.
IIA 4 To reduce the incidence of crime and the fear of crime	-	-	-	-	Nunhead benefits from comparatively low-levels of crime and deprivation. Improved permeability and activation of frontages in along Evelina Road and Forest Hill Road will promote social interaction and the feeling of public safety. High quality and inclusive public realm enhancement accessible to all groups will promote an enhanced sense of community.
IIA 5 To promote social inclusion, equality, diversity and community cohesion	✓	-	✓	✓	Green links and planned cycle ways will create a more legible urban environment to avoid physical barriers and address issues of severance. A revitalised centre for Nunhead village will create more opportunities for social interaction.
IIA 6 To reduce contributions to climate change	✓	-	✓	✓	Green links and planned cycle ways will promote active transport and sustainable modes, improving air quality and reducing greenhouse gas emissions. Nunhead benefits from substantial existing greenspace which mitigate the effects of climate change and urban heat island effect. Enhanced green linkages will increase ecological resilience of the Cemeteries centred around Peckham Rye Park core habitat area. NSP policies seek to minimise carbon dioxide emissions arising from development.
IIA 7 To improve the air quality	✓	-	✓	✓	Green links and planned cycle ways will promote active transport modes, helping to address the causes of poor air quality. Air quality in the area is generally good benefitting from the lower densities and extensive greenspace. NSP policies requires development to meet air quality neutral standards and improve air quality Priority of walking, cycling and public transport will reduce pressure on car parking and improve accessibility, thus reducing reliance on the private car.
IIA 8 To avoid waste and maximise, reuse or recycle waste arising as a resource	-	-	-	-	NSP policies require adequate management of waste arising from construction and intensified development in accordance with the waste management hierarchy. The minor amount of development proposed is unlikely to have a comparatively significant impact upon waste arising from development and demolition.
IIA 9 To encourage sustainable use of water resources	-	-	-	-	The comparatively minor uplift in employment and residential floorspace is unlikely to place significant additional pressures on the water network. Development comes with the potential for water-recycling and sustainable water measures. NSP policies require reductions in water use and water quality improvement from development to try to manage and offset its impact.
IIA 10 To maintain and enhance the quality of land and soils	-	-	-	-	As a predominantly low density residential suburb Nunhead benefits from high quality ground conditions. The extensive open space and greenspace assets of Nunhead will be retained and proposed green links will improve ground conditions.
IIA 11 To protect and enhance quality of landscape and townscape	✓	✓	✓	✓	Development will be respectful to the designations of conservation areas where they apply. All existing open space is to be retained and the greenspace of Nunhead enhanced by green linkages creating a more legible environment. All development sites will be sensitive to their respective character setting and will seek to enhance the environment they are situated within.
IIA 12	✓	-	✓	✓	Development will be respectful to the designations of conservation areas, listed buildings and areas of archaeological significance and

To conserve and enhance the historic environment and cultural assets					designed in a way which seeks to enhance the setting of historical assets where relevant.
IIA 13 To protect and enhance open spaces, green corridors and biodiversity	✓✓	-	✓	✓✓	The thriving biodiversity and existing open space of Nunhead is to be retained and greenspace enhanced by green linkages, creating a more legible environment and green corridors to support biodiversity, in particular the ecological resilience of Cemetery's centred around Peckham Rye Park core habitat area.
IIA 14 To reduce vulnerability to flooding	-	-	-	-	The majority of the sub-area falls within Critical Drainage Area, however the minor level of development anticipated is unlikely to have a significant impact upon flood risk or increasing the risk of flooding elsewhere. NSP policies require flood risk to be reduced through implementing onsite sustainable urban drainage measures.
IIA 15 To provide everyone with the opportunity to live in a decent home	✓	✓	✓	✓	Whilst development opportunities in Nunhead are relatively limited, the sub area has the potential to contribute towards meeting Southwark's housing need. Most new homes will be built on infill sites. If these are delivered to policy requirements they will offer a range of different units and tenures which will provide for a range of different needs and create inclusive residential schemes accessible to all groups.
IIA 16 To promote sustainable transport and minimise the need to travel by car	✓	-	-	✓	Green links and planned cycle ways will promote active transport modes and reduce reliance on the private car.
IIA 17 To provide the necessary infrastructure to support existing and future development	✓	-	-	✓	The extensive open space and greenspace assets of Nunhead will be retained and proposed green links will create a more legible and connected environment to improve accessibility to services for the local community.

## IIA for Old Kent Road Area Vision and site allocations NSP55 – NSP74

IIA Objectives	Old Kent Road	Timescale			Draft NSP site allocations and area visions
		S	M	L	Commentary on Results
IIA 1 To tackle poverty and encourage wealth creation	✓✓	-	✓	✓✓	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. The area vision sets out how the area will see an increase in the number of jobs by 5,000 by requiring new business floorspace across the majority of site allocations as well as providing new and improved town centre uses on the Old Kent Road frontage to enhance the road's town centre and high street functions. There will be job opportunities benefiting groups such as young people through apprenticeships, the unemployed and low income groups improving levels of deprivation. Due to the large scale of change being planned through the area vision, site allocations and related draft Area Action Plan, many sites have the potential to impact on small and independent business owners who provide vital local employment. The NSP ensures that the impact of any redevelopment affecting such businesses will be reprovided for as a priority, and where not possible will be aided through a relocation strategy. The vision will help to 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. Several site allocations (NSP58, NSP65, NSP66, NSP67 and NSP68) require community uses, and a large proportion of the other site allocations prescribe this as an acceptable use on the site. This should lead to 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 as well as the impact of NSP policies requiring employment and training for local people in the construction and completed phases of the schemes. 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 vision area 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 area. Improvements to access to health facilities, better quality housing, employment opportunities, better public transport and new green spaces would improve physical and mental health. Improving connectivity and green routes lessens the impact of vehicular pollutants and better air quality and would particularly benefit disabled people and pregnant women.
IIA 4 To reduce the incidence of crime and the fear of crime	✓✓	-	✓	✓✓	The relatively high levels of deprivation in the area highlight particular issues in income and crime levels. Young single people aged 18-35 in rented accommodation are more likely to be victims of high rates of crime. Improvements to public transport accessibility, new and safer routes and safety features would significantly reduce the risk of crime. Introducing residential areas and new streets to existing large scale and quiet industrial areas would improve the amount of footfall and overlooking of public areas improving public realm and safety.
IIA 5 To promote social inclusion, equality, diversity and community cohesion	✓	-	-	✓✓	The vision area 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 includes reinforcing healthy and sustainable neighbourhoods and the CAZ functions emphasise the importance of cultural functions in central London. The requirement for the provision of new community space across several site allocation (NSP58, NSP65, NSP66, NSP67 and NSP68) and other site allocations prescribe this as an acceptable use on the site will provide facilities that would be suited to a range of groups. The site allocations and area vision require provision of town centre uses and new open space (NSP58, NSP64, NSP65, NSP66, NSP67, NSP68 and NSP9) to 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 intensity of development will incur a significant increase in demand for resources which will impact on contributions to climate change. However, the area has been designated by the Mayor of London as an 'opportunity area' in the London Plan. This means the opportunity area has been identified as an area that can accommodate some of London's much needed new homes and spaces to deliver new jobs. The area was designated by the Mayor due to recognising that, relative to its position to central London (and therefore the central London jobs

					market) the land around the Old Kent Road could accommodate many more different uses at a higher density in addition to what is currently in the area. Therefore the high level of growth anticipated is due to the overwhelming social, economic and environmental sustainability benefits of locating new homes and jobs in high density, mixed use, walkable neighbourhoods compared to trying to accommodate the same amount of growth in car-based urban sprawl or building on open green spaces. The NSP will seek to mitigate, offset and carefully manage the demand on resources that the level of growth in the area will cause. As part of the related draft Area Action Plan, the council has already undertaken studies developed strategies for utilities, energy and flood risk and water management to inform policies in the AAP. New underground stations (potentially located at NSP55, NSP58 and NSP71) 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. New open spaces provides as part of NSP58, NSP64, NSP65, NSP66, NSP67 NSP68 and NSP69 will also help to improve the health of the population by reducing exposure to pollutants and harmful emissions from industry, traffic and domestic life.
IIA 7 To improve the air quality	✓	✓	✓	✓✓	The vision encourages a reduction in the number of journeys made by car by specifying development will be car-free and through the introduction of the Bakerloo Line Extension and new underground stations (potentially located at NSP55, NSP58 and NSP71), 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 through car-free development 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. NSP policies requires development to meet air quality neutral standards and improve air quality
IIA 8 To avoid waste and maximise, reuse or recycle waste arising as a resource	✓	-	✓	✓	The New Southwark Plan provides a conditional safeguarding designation to the operational Integrated Waste Management Facility which provides capacity for processing much of Southwark's and surrounding borough's municipal waste and recycling functions. The facility includes several sustainable waste processing streams including supplying the South East London Combined Heat and Power (SELCHP) plant, located close by in the London Borough of Lewisham, with waste materials to be used as low carbon energy sources. However, the amount of development envisaged would increase the pressures on waste and recycling. The waste disposal and recycling facilities for commercial and residential development need to be carefully managed in mixed use schemes which will be secured through NSP policies..
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. The NSP 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. The increase water demand and the subsequent discharge from new development into the combined sewer in the Old Kent Road Opportunity Area has the potential to contribute significantly to flood risk during high rainfall events. To mitigate and carefully manage this impact and potential risk, the council has prepared an Integrated Water Management Strategy which is due to be published as part of the draft Old Kent Road Area Action Plan 'further preferred option' imminently, which will set out how the Area Action Plan policy should require more stringent requirements for development to mitigate and manage this risk. NSP policies require flood risk to be reduced through implementing onsite sustainable urban drainage measures.
IIA 10 To maintain and enhance the quality of land and soils	✓	✓	✓	✓✓	The vision area site allocations envisage effective use of land through reuse of previously developed land which would remediate issues of contamination which may affect many industrial sites identified in the site allocations around the vision area. 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 and site allocations, such as at the Bricklayers Arms Roundabout (NSP55) which requires the junction be remodelled and improved for the purposes of pedestrian experience, convenience and place making. This would have significant public realm and townscape benefits for the local area. 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. The site allocations with a boundary onto the Old Kent Road frontage also seek to ensure town centre uses are provided, strengthening the road's role as a high street which requires to be stitched back together after previous development and land uses inhibiting this important function to provide a decent, safe and welcoming pedestrian environment and townscape.
IIA 12 To conserve and enhance the historic environment and cultural assets	✓	✓	✓	-	The vision sets out how development should sensitively incorporate heritage assets into high quality places and spaces at 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. NSP68 requires the potential of the listed gas holder to be utilised as a heritage asset and structure for place making. The vision and site allocation NSP55 and others seek to promote new cultural, leisure and sports facilities through required and suggested D use classes, which would enhance the health of the population and provide facilities for children and young adults.

<p>IIA 13</p> <p>To protect and enhance open spaces, green corridors and biodiversity</p>	✓	✓	✓	✓	<p>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. Significant new green space will be provided through NSP65, NSP66 and NSP67 which will form the proposed 'Surrey Canal Linear Park.' Several other site allocations (NSP58, NSP64 and NSP69 specify requirements for new open space which could be delivered as green space. The area vision provides the framework of 'the greener belt' to set out how the network of new and existing green open space and infrastructure will be delivered and improved..</p>
<p>IIA 14</p> <p>To reduce vulnerability to flooding</p>	-	-	-	?	<p>The effects of pluvial and surface water flooding in the vision area 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 sets out how the development in the area will feature the provision of SUDS. The increase in water demand and the subsequent discharge from new development into the combined sewer in the Old Kent Road Opportunity Area has the potential to contribute significantly to flood risk during high rainfall events. To mitigate and carefully manage this impact and potential risk, the council has prepared an Integrated Water Management Strategy which is due to be published as part of the draft Old Kent Road Area Action Plan 'further preferred option' imminently, which will set out how the Area Action Plan policy should require more stringent requirements for development to mitigate and manage this risk.</p>
<p>IIA 15</p> <p>To provide everyone with the opportunity to live in a decent home</p>	✓✓	✓	✓✓	✓✓	<p>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.</p>
<p>IIA 16</p> <p>To promote sustainable transport and minimise the need to travel by car</p>	✓✓	✓	✓	✓✓	<p>The significant improvements to public transport envisaged in the area vision and site allocations would reduce the need to travel by car by the introduction of the Bakerloo Line Extension and new underground stations (identified as being potentially located on NSP55, NSP58 and NSP71), 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.</p>
<p>IIA 17</p> <p>To provide the necessary infrastructure to support existing and future development</p>	✓✓	✓	✓✓	✓✓	<p>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.</p>

## IIA for Peckham Area Vision and site allocations NSP75 – NSP7

IIA Objectives	Peckham	Timescale			Draft NSP site allocations and area visions
		S	M	L	Commentary on Results
IIA 1 To tackle poverty and encourage wealth creation	✓✓	✓	✓✓	✓✓	On employment sites the re-provision of at least the equivalent level of employment floorspace or 50% of the sites total development capacity is safeguarded, whichever is greater. This will ensure no employment floorspace is lost and in many cases will provide uplift in employment space leading to increased local job opportunities. Under NSP policies this will secure local jobs and opportunities for local businesses to tender for procurement. Proposed uses and promotion of small business space will help diversify the economy by attracting a variety of different employment types, helping to reduce the rate of unemployment and consequently substantially reduce the levels of poverty. The potential transition away from light industrial uses in some cases, for example NSP78 (Copeland Road Industrial Park), could result in the loss of this type of job opportunity, although the anticipated uplift of employment space let as smaller units will attract a variety of different employers and opportunities.
IIA 2 To improve the education and skill of the population	✓✓	✓	✓	✓✓	Under NSP policies significant levels of construction and uplift in employment space will provide training in construction and in the final development.
IIA 3 To improve the health of the population	✓✓	✓	✓	✓✓	Enhancement of green linkages and planned cycle networks will promote active lifestyles and help reduce the causes and exposure to poor air quality. Higher density development envisaged will free up space and routes between building plots to improve legibility and promote social interaction. Parts of Peckham fall within the most deprived areas within Southwark however increased job opportunities generated by employment space uplift and town centre uses which will help reduce unemployment and in turn poverty as an underlying determinant. Improvement of transport links and connectivity enhancements will improve access to employment opportunities and other facilities for all existing and future residents. Potential for extra care homes provision at NSP78 recognises the importance of addressing borough-wide needs in a suitable location.
IIA 4 To reduce the incidence of crime and the fear of crime	-	-	-	-	Improved permeability and activation of frontages will open up spaces to promote social interaction and the feeling of public safety. High quality and inclusive public realm enhancement accessible to all groups will promote an enhanced sense of community, particularly through the required improvements to current-industrial sites identified in site allocations NSP76, NSP77 and NSP78.
IIA 5 To promote social inclusion, equality, diversity and community cohesion	✓✓	x	✓	✓✓	High quality and inclusive public realm enhancements will be accessible to all groups. Green linkages and planned cycle ways will create a more legible urban environment to avoid physical barriers and issues of severance. Parts of Peckham fall within the most deprived areas within Southwark however increased job opportunities generated by employment space uplift and town centre uses which will help reduce unemployment and in turn poverty as an underlying determinant. There may be disruptions to local communities from the concentration of large scale redevelopment in a localised area. Peckham may be particularly susceptible to the impacts of this type of disruption given the demographic profile of some of its hard-to-reach communities, however the long term benefits of redevelopment should be far reaching and significantly narrow the inequality gap. Potential for extra care homes provision at NSP78 would help ensure development serves all groups.
IIA 6 To reduce contributions to climate change	✓	-	-	✓	Green linkages and planned cycle ways will promote active transport and sustainable modes, improving air quality and reducing greenhouse gas emissions. These measures will encourage urban greening to adapt to the effects of climate change, reduce the urban heat island effect and increase ecological resilience of the Ecology Restoration Area (LRA02: Peckham Town Centre, Camberwell Grove Street trees and Denmark Hill Station). NSP policies seek to minimise carbon dioxide emissions from development.
IIA 7 To improve the air quality	✓	-	-	✓	Green linkages and planned cycle ways will promote active transport modes, helping to address the causes of poor air quality. Air quality could suffer from the effects of accelerated levels of construction and demolition. However, potential transition away from industrial uses proposed at some of the site allocations (NSP78) may improve air quality as well limiting the number of HGVs within the sub-area which should have a positive effect on congestion and emissions. NSP policies require development to meet air quality neutral standards and improve air quality
IIA 8 To avoid waste and maximise, reuse or recycle waste arising as a resource	-	-	-	-	Substantial demolition and intensification of development will create new waste demands to be managed. NSP policies require a adequate management of waste from construction and intensified development in accordance with the waste management hierarchy.

IIA 9 To encourage sustainable use of water resources	-	-	-	-	Uplift in employment and residential floorspace could place additional pressures on the water network but development comes with the potential for water-recycling and sustainable water measures when development in operation. NSP policies require reductions in water use and water quality improvement from development to try to manage and offset its impact.
IIA 10 To maintain and enhance the quality of land and soils	-	-	-	-	All site allocations promote the re-use of previously developed sites which may provide opportunities to remediate contaminated land, particularly on the former industrial sites, but soil quality is unlikely to significantly improve due to few large scale opportunities for additional green space due to the density of the vision area.
IIA 11 To protect and enhance quality of landscape and townscape	✓✓	-	✓	✓✓	Development will be respectful to the designations of conservation areas and strategic viewing corridors where they apply. All existing open space is to be retained whilst new open space proposed will encourage urban greening and landscape enhancements. Enhanced high-quality public realm should provide for a much improved townscape. The increased densities proposed at many of the site allocations will release pockets of space between building plots for public greenspace which will improve the quality of landscape and create a more legible townscape across the sub-area.
IIA 12 To conserve and enhance the historic environment and cultural assets	✓	-	✓	✓	Development will be respectful to the designations of conservation areas, listed buildings and areas of archaeological significance and designed in a way which seeks to enhance the setting of historical assets where relevant.
IIA 13 To protect and enhance open spaces, green corridors and biodiversity	✓	-	✓	✓	All existing open space is to be retained whilst new open space is proposed and enhanced green links will encourage urban greening, landscape enhancements and increase ecological resilience of the Ecology Restoration Area (LRA02: Peckham Town Centre, Camberwell Grove Street trees and Denmark Hill Station). There are limited large scale opportunities to enhance biodiversity and greenspace due to the sub-areas density.
IIA 14 To reduce vulnerability to flooding	-	-	-	-	Developing at higher densities could free up more space for landscape enhancements and flood mitigation measures as part of new and improved open spaces and public realm. The sub-area falls within a Critical Drainage Area and therefore the impact of substantial development falling within this area would need to be closely investigated to ensure they will not significantly increase the risk of flooding elsewhere. Proposals for multiple developments within a concentrated area could be further investigated to assess their cumulative impact and determine whether any strategic measures to manage surface water could be encouraged. NSP policies require flood risk to be reduced through implementing onsite sustainable urban drainage measures.
IIA 15 To provide everyone with the opportunity to live in a decent home	✓✓	✓	✓✓	✓✓	The area vision and site allocations should deliver a significant number of new homes across the area. If these are delivered to policy requirements they will offer a range of different units and tenures which will provide for a range of different needs and create inclusive residential schemes accessible to all groups.
IIA 16 To promote sustainable transport and minimise the need to travel by car	✓	-	✓	✓	Green linkages and planned cycle ways will promote active transport modes which are anticipated to reduce reliance upon the private car.
IIA 17 To provide the necessary infrastructure to support existing and future development	✓✓	✓	✓✓	✓✓	Support for new educational campuses will increase education provision and skills to improve employment opportunities for a wider proportion of Peckham's residents. Green links and the planned cycle networks will enhance connectivity across the sub-area. Potential for extra care homes provision across several of the sites within the sub-area recognises the importance of addressing a local need and ensure development will benefit all groups.

## IIA for Rotherhithe Area Vision and site allocations NSP79 – NSP82

IIA Objectives	Rotherhithe	Timescale			Draft NSP site allocations and area visions
		S	M	L	Commentary on Results
IIA 1 To tackle poverty and encourage wealth creation	✓✓	✓	✓✓	✓✓	On employment sites the re-provision of at least the equivalent level of employment floorspace or 50% of the sites total development capacity is safeguarded, whichever is greater. This will ensure no employment floorspace is lost and in many cases will provide uplift in employment space leading to increased local job opportunities. Development at Canada Water will transform the centre into a renewed shopping destination with a range of town centre activities including a leisure centre, entertainment facilities and daytime and evening activities around the basin. Under NSP policies this will secure local jobs and opportunities for local businesses to tender for procurement. Proposals promote the provision of a range of flexible employment spaces suitable for smaller businesses to create a diverse employment base, attracting a variety of different uses to provide a range of local job opportunities which cater to all groups. The transition away from light industrial uses could result in the loss of this type of job opportunity, although the anticipated uplift of employment space will mitigate the loss and ensure a varied employment base. Rotherhithe has enormous potential to provide new housing and commercial space, particularly in and around the Canada Water town centre. If these are delivered to policy requirements they will offer a range of different units and tenures which will provide for a range of different needs and create inclusive residential schemes accessible to all groups.
IIA 2 To improve the education and skill of the population	✓✓	✓	✓✓	✓✓	The delivery of King's College campus (part of NSP81) encompasses teaching and student accommodation alongside a new sixth form college. This development will offer an important facility to educate future generations and substantially increase the proportion of skilled workers in the area, thus improving job opportunities and the proportion of higher paid jobs. The College may also be interested in building more teaching facilities which would provide a valuable facility at Canada Water. Under NSP policies significant levels of construction and uplift in employment space will provide jobs, apprenticeships and training in construction and in the completed development.
IIA 3 To improve the health of the population	✓✓	-	✓✓	✓✓	Enhancement of green linkages and planned cycle networks will promote active lifestyles and help reduce the causes and exposure to poor air quality. Higher density development envisaged will free up space and routes between building plots to improve legibility and deliver new public spaces and green links (NSP79, NSP80 and NSP81) to promote social interaction and cohesion. More job opportunities generated by employment space uplift and town centre uses will help reduce poverty as an underlying determinant. The delivery of a new Health Centre at NSP82 will ensure sufficient, accessible and higher quality primary and community health services for a growing population.
IIA 4 To reduce the incidence of crime and the fear of crime	✓✓	-	✓✓	✓✓	Improved permeability and activation of frontages will open up spaces to promote social interaction and the feeling of public safety. A vibrant mix of uses and high quality inclusive public realm enhancements will be accessible to all groups in order to promote sense of community. Creating a new walkable town centre to replace the existing car-dominated big box retail park and leisure facilities in NSP81 and NSP82 will provide significant benefits for the perception of whether spaces are overlooked and the fear of crime.
IIA 5 To promote social inclusion, equality, diversity and community cohesion	✓✓	x	✓	✓✓	High quality and inclusive public realm enhancements will be accessible to all groups. Green linkages and planned cycle ways will create a more legible urban environment to avoid physical barriers and issues of severance. The area vision promotes the provision of a range of flexible employment spaces suitable for smaller businesses to create a diverse employment base, attracting a variety of different uses to provide a range of local job opportunities which cater to all groups and improve levels of unemployment as an underlying determinant. There may be disruptions to local communities from the concentration of large scale redevelopment in a localised area due to construction.
IIA 6 To reduce contributions to climate change	-	?	-	✓	Green linkages and planned cycle ways will promote active and sustainable transport modes, improving air quality and reducing greenhouse gas emissions. Enhanced green linkages and new public spaces (NSP79 and NSP81) will encourage urban greening to adapt to the effects of climate change, reduce the urban heat island effect and increase ecological resilience in the Old Docks – centred around Rotherhithe core habitat area and the River Thames ecology restoration zone. Creating a new walkable town centre to replace the existing car-dominated big box retail park and leisure facilities in NSP81 and NSP82 will reduce car use and therefore CO2 emissions and contributions to climate change. CO2 emissions may suffer as a result of accelerated levels of construction and demolition. NSP policies seek to minimise carbon dioxide emissions from development.
IIA 7	-	?	-	✓	Green linkages and planned cycle ways will promote active and sustainable transport modes, improving air quality and mitigating greenhouse gas emissions. Transition away from industrial uses (NSP79) and the typology of uses which host extensive surface car parks

To improve the air quality					on NSP81 and NSP82 should improve air quality as well limiting the number of HGV's within the sub-area which should have a positive effect on air quality. NSP policies requires development to meet air quality neutral standards and improve air quality
IIA 8 To avoid waste and maximise, reuse or recycle waste arising as a resource	-	-	-	-	Substantial demolition and intensification of development will create new waste demands to be managed. NSP policies require adequate management of waste from construction and intensified development in accordance with the waste management hierarchy.
IIA 9 To encourage sustainable use of water resources	-	-	-	-	Uplift in employment and residential floorspace could place additional pressures on the water network but development comes with the potential for water-recycling and sustainable water measures when development in operation. NSP policies require reductions in water use and water quality improvement from development to try to manage and offset its impact.
IIA 10 To maintain and enhance the quality of land and soils	✓	-	✓	✓	All site allocations promote the re-use of previously developed sites may provide opportunities to remediate contaminated land, particularly on the former industrial sites. Given the scale of development anticipated, there will be significant opportunities to deliver a greenspace strategy across the sub-area which will improve the quality of land and soils, particularly on former industrial sites.
IIA 11 To protect and enhance quality of landscape and townscape	✓✓	-	✓	✓✓	Development will be respectful to the designations of conservation areas and strategic viewing corridors where they apply. Given the scale of development anticipated, there will be significant opportunities to deliver a greenspace strategy across the sub-area to create an enhanced public realm and quality of landscape. Enhanced high-quality public realm should also provide for a much improved engaging townscape which allows for freer movement and social interaction. Creating a new walkable town centre to replace the existing car-dominated big box retail park and leisure facilities in NSP81 and NSP82 will provide significant benefits for townscape and landscape and pedestrian experience
IIA 12 To conserve and enhance the historic environment and cultural assets	✓	-	✓	✓	Development will be respectful to the designations of conservation areas, listed buildings and areas of archaeological significance and designed in a way which seeks to enhance the setting of historical assets where relevant.
IIA 13 To protect and enhance open spaces, green corridors and biodiversity	✓	-	✓	✓	Green linkages and new public spaces (NSP79, NSP80, NSP81 and NSP82) will encourage urban greening to create an improved public realm and increase ecological resilience in the Old Docks – centred around Rotherhithe core habitat area and the River Thames ecology restoration zone. The strategic habitat corridor and living roof ecology proposals should further improve the areas biodiversity.
IIA 14 To reduce vulnerability to flooding	-	-	-	-	Developing at higher densities could free up more space for landscape enhancements and flood mitigation measures as part of new and improved open spaces and public realm. NSP policies require flood risk to be reduced through implementing onsite sustainable urban drainage measures.
IIA 15 To provide everyone with the opportunity to live in a decent home	✓✓	✓✓	✓✓	✓✓	Rotherhithe has enormous potential to provide new housing and commercial space, particularly in and around the Canada Water town centre. If these are delivered to policy requirements they will offer a range of different units and tenures which will provide for a range of different needs and create inclusive residential schemes accessible to all groups.
IIA 16 To promote sustainable transport and minimise the need to travel by car	✓	-	✓	✓	The vision area already benefits from excellent public transport connections, supporting the intensification of development. Green linkages, planned cycle ways and station access improvements with Canada Water and the planned cycle network connecting with Rotherhithe Station will further promote active transport modes.
IIA 17 To provide the necessary infrastructure to support existing and future development	✓✓	✓	✓✓	✓✓	The delivery of King's College campus encompasses teaching and student accommodation (part of NSP81) alongside a new sixth form college (NSP82). This development will offer an important facility to educate future generations and substantially increase the proportion of skilled workers in the area, thus improving job opportunities and proportion of higher paid jobs. The College may also be interested in building more teaching facilities which would provide a valuable facility at Canada Water. The delivery of a new Health Centre at NSP82 will ensure sufficient, accessible and higher quality primary and community health services for a growing population. Green linkages, planned cycle ways and station access improvements with Canada Water and the planned cycle network connecting with Rotherhithe Station will further promote active transport modes and accessibility to local services.

## IIA for Walworth Area Vision and site allocations NSP83 – NSP85

IIA Objectives	Walworth	Timescale			Draft NSP site allocations and area visions
		S	M	L	Commentary on Results
IIA 1 To tackle poverty and encourage wealth creation	✓	✓	✓	✓	The area vision for Walworth seeks to improve the retail and service offer of Walworth Road and East Street Market shopping environment, including shop front improvements and enhance the development of the low-line adjacent to the historic railway arches, with lively accessible public spaces for creativity, new jobs and retail. Under NSP policies this will secure local jobs and opportunities for local businesses to tender for procurement. Walworth has the potential to provide a significant number of new homes, particularly in the former Aylesbury Estate where there will be over 4000 new homes, new community facilities and improvements to the street network.
IIA 2 To improve the education and skill of the population	✓	✓	✓	✓	Under NSP policies, construction and uplift in employment space will provide training in construction and in the final development.
IIA 3 To improve the health of the population	✓	-	✓	✓	Enhancement of the low-line walking route, green links and planned cycle networks will promote active lifestyles and connect with significant greenspace assets such as Burgess Park. The improvement and expansion of public spaces such as Nursery Row Park will offer additional areas for leisure and recreation which promote social interaction. More job opportunities generated by employment space uplift and town centre uses will help reduce poverty as an underlying determinant. Improvement of sustainable transport links and connectivity enhancements will improve access to employment opportunities and other facilities for all existing and future residents. The potential loss of the gym at NSP84 will be mitigated by the provision of new community facilities outlined in the redevelopment of the Aylesbury Estate.
IIA 4 To reduce the incidence of crime and the fear of crime	✓	-	-	✓	Improved permeability and activation of frontages, particularly along the low-line route, will open up spaces to promote social interaction and the feeling of public safety. High quality and inclusive public realm enhancement accessible to all groups will promote an enhanced sense of community.
IIA 5 To promote social inclusion, equality, diversity and community cohesion	✓✓	x	✓	✓✓	High quality and inclusive public realm enhancements will be accessible to all groups. Low-line, green links and planned cycle ways will create a more legible urban environment to avoid physical barriers and issues of severance. New public spaces and the mix of uses proposed along Walworth Road and East Street will create vibrant destinations, drawing together a variety of groups to promote social cohesion and encouraging further inward investment. Parts of Walworth are within the most deprived areas in Southwark and these communities may be particularly susceptible to the disruptions of concentrated large scale redevelopment in a localised area, although they also should be the communities who could benefit most in the long term.
IIA 6 To reduce contributions to climate change	✓	-	-	✓	Low-line, green links and planned cycle ways will promote sustainable modes, improving air quality and reducing greenhouse gas emissions. Enhanced green linkages and new public spaces will encourage urban greening to adapt to the effects of climate change, reduce the urban heat island effect and increase ecological resilience of the Heygate and Aylesbury development local restoration area. Although improved public transport should help to address congestion particularly around the cross roads in Camberwell, CO2 emissions could still be exacerbated by accelerated levels of construction and demolition. NSP policies seek to minimise carbon dioxide emissions from development to offset this impact.
IIA 7 To improve the air quality	✓	-	-	✓	Low-line, green links and planned cycle ways will promote active transport modes, helping to address the causes of poor air quality. Air quality in the area may suffer in the short and medium term as a result of accelerated levels of construction and demolition, particularly around the Aylesbury Estate. However the principle of estate's redevelopment has already been subject to an adopted site allocation in the Aylesbury Area Action Plan, and two phases have already completed. The result of the estate has been granted full and outline planning permission, The reserved matters of the outline planning permission will be subject to NSP policies which requires development to meet air quality neutral standards and improve air quality
IIA 8 To avoid waste and maximise, reuse or recycle waste arising as a resource	-	-	-	-	Substantial demolition and intensification of development will create new waste demands to be managed. NSP policies require adequate management of waste from construction and intensified development in accordance with the waste management hierarchy

IIA 9 To encourage sustainable use of water resources	-	-	-	-	Uplift in employment and residential floorspace could place additional pressures on the water network but development comes with the potential for water-recycling and sustainable water measures when development in operation. NSP policies require reductions in water use and water quality improvement from development to manage and offset its impact.
IIA 10 To maintain and enhance the quality of land and soils	-	-	-	-	All site allocations promote the re-use of previously developed sites which may provide opportunities to remediate contaminated land but soil quality is unlikely to significantly improve due to few large scale opportunities for additional green space due to the density of the vision area.
IIA 11 To protect and enhance quality of landscape and townscape	✓✓	✓	✓	✓✓	Development will be respectful to the designations of conservation areas where they apply. All existing open space is to be retained whilst new open space proposed will encourage urban greening and landscape enhancements. Enhanced high-quality public realm should provide for a much improved townscape. The increased densities proposed at many of the site allocations will release pockets of space between building plots for public green space which will improve the quality of landscape and create a more legible townscape across the sub-area.
IIA 12 To conserve and enhance the historic environment and cultural assets	✓	-	✓	✓	Development will be respectful to the designations of conservation areas, listed buildings and areas of archaeological significance and designed in a way which seeks to enhance the setting of historical assets where relevant.
IIA 13 To protect and enhance open spaces, green corridors and biodiversity	✓	-	✓	✓	All existing open space is to be retained whilst new open space is proposed and enhanced green links will encourage urban greening and landscape enhancements. The aspirations of the Heygate and Aylesbury development local restoration area should improve the areas biodiversity.
IIA 14 To reduce vulnerability to flooding	-	-	-	-	Developing at higher densities could free up more space for landscape enhancements and flood mitigation measures as part of new and improved open spaces and public realm. NSP policies require flood risk to be reduced through implementing onsite sustainable urban drainage measures.
IIA 15 To provide everyone with the opportunity to live in a decent home	✓✓	✓	✓✓	✓✓	Walworth has the potential to provide a significant number of new homes, particularly in the former Aylesbury Estate where there will be over 4000 new homes, new community facilities and improvements to the street network.
IIA 16 To promote sustainable transport and minimise the need to travel by car	✓	-	✓	✓	Low-line, green links and planned cycle ways will improve access to local services as well as connections with the nearby underground and rail stations at Elephant and Castle, providing convenient onward travel to destinations across London. These measures should encourage the use of sustainable and active transport modes and limit reliance upon the private car.
IIA 17 To provide the necessary infrastructure to support existing and future development	✓	-	✓	✓	Walworth has the potential to provide a significant number of new homes, particularly in the former Aylesbury Estate where there will be over 4000 new homes, new community facilities and improvements to the street network. Low-line, green links and the planned cycle networks will enhance connectivity across the sub-area to improve accessibility to local services and nearby centres such as Elephant and Castle.

## Appendix 6: Assessment of New Southwark Plan Proposed Submission Version policies

### Integrated impact assessment for:

### Strategic Policy 1 Quality affordable Homes

Including

- P1: Affordable homes
- P2: New family homes
- P3: Protection of existing homes
- P4: Private Rented homes
- P5: Housing for older people
- P6 Homes for households with specialist needs
- P7: House in multiple occupation
- P8: Supported housing and hostels
- P9: Optimising delivery of new homes
- P10: Self and custom build

IIA Objective	Overall Score	Comment
<p><b>IIA 1</b></p> <p><b>To tackle poverty and encourage wealth creation</b></p>	<p>✓ ✓</p>	<p>✓ ✓ <b>SP1</b> outlines how housing will be of a high standard and of a good quality. One of the markers of poverty is poor housing conditions which SP1 will help to address.</p> <p>? <b>SP1</b> There is a risk that some employment floorspace will be lost through the development of housing, however this will need to be justified with evidence and we will be promoting the development of employment floorspace through other policies in the New Southwark Plan.</p> <p>✓ ✓ <b>P1</b> outlines that any affordable housing delivery must be a net increase. Housing conditions, including affordability relative to income, is an indicator of</p>

		<p>poverty which P1 will help to address.</p> <p>✓✓ <b>P2</b> outlines how building more family sized homes will address overcrowding. Housing conditions is one of the indicators of poverty, including overcrowding.</p> <p>✓ <b>P4</b> One of the indicators of poverty are housing conditions, which can include housing costs and security. The provision of private rented sector (PRS) homes, with secure, longer term tenancies will help address this aspect of poverty, freeing up and reducing the cost of homes of other types for other people, including those affected by deprivation and poverty.</p> <p>✓✓ <b>P5</b> One of the indicators of poverty is housing conditions. Elderly residents are particularly vulnerable to poor housing conditions, where sometimes a lack of a support network can inhibit the identification and addressing of housing problems, including the need for urgent repairs, fuel poverty (where people cannot afford their bills) or access to and around the house. P5 will help to address this.</p> <p>✓✓ <b>P9</b> requires residential development to be within a certain range within a certain location. Exceeding the prescribed density ranges will be permitted provided a development is judged to be of exemplary residential design. This will offers the chance to maximise affordable housing provision, including family sized social rented housing, which is where we have our greatest housing need. Providing more social rented family housing will help more people out of poverty through reducing housing costs and improving existing housing conditions, including those who live in relatively high deprivation where the population has a high concentration of people from a BME background.</p>
<p><b>IIA 2</b>  <b>To improve the education and skill of the population</b></p>	<p>✓✓</p>	<p>✓✓ <b>SP1</b> Good quality affordable homes can be a basis from which to live a healthy life.</p>

		<p>✓✓ <b>P1</b> outlines how children in overcrowded households do worse in school. Overcrowded households occur as a result of a lack of affordable housing. P1 will help to address this. Statistically overcrowded households are most likely to be composed of people from black or ethnic minority households. Therefore P1 will help to address this specific need.</p> <p>✓✓ <b>P2</b> Overcrowding in family households can result in children doing worse at school than their non-overcrowded peers. Our most deprived neighbourhoods have a higher concentration of residents from a Black or Ethnic Minority (BME) background. One of the indicators of deprivation is housing conditions, including overcrowding. From this, these groups have most to gain from the delivery of family sized housing, and should help to reduce overcrowding and so educational disparity between ethnic groups.</p>
<p><b>IIA 3</b></p> <p><b>To improve the health of the population</b></p>	<p>✓✓</p>	<p>✓✓ <b>SP1</b> Good quality affordable homes can improve mental health, in turn reducing the risk of social exclusion.</p> <p>X <b>SP1</b> There is a risk that an increase in housing may increase exposure to poor air quality. However this effect of the implementation of this policy should be considered in conjunction with policy P63 'Improving air quality.'</p> <p>✓✓ <b>P1</b> outlines how people in overcrowded households can suffer from sleep deprivation, which can have serious health consequences. P1 will help to address this.</p> <p>✓✓ <b>P1</b> The delivery of more affordable homes benefits everyone by ensuring enough supply of affordable homes will mean less pressure on market homes, and so result in an overall reduction in housing pressure, meaning all will benefit from an improved housing quality (in which housing costs are an indicator of quality).</p>

✓✓ **P1** outlines the negative health effects of overcrowded and unaffordable housing. P1 will help to address this.

✓✓ **P2** Overcrowding in family homes can negatively impact health, including sleep deprivation. Building more family sized homes will help address overcrowding and help facilitate healthy living.

✓✓ **P2** More family housing will reduce the demand for other types of housing (that are not appropriate and/or not designed for families) from families who can't currently find or afford purpose-family housing, indirectly increasing the likelihood of everyone's housing need being met.

✓ **P2** outlines how it will reduce over crowding. Overcrowding is a central aspect of housing conditions, which are an indicator of poverty. P2 will help to address this.

✓✓ **P2** Overcrowding can significantly impact physical and mental health. Addressing this through the provision of family homes will help improve health and reduce social exclusion.

✓ **P3** Overcrowding in family homes can negatively impact health, including sleep deprivation. Protecting existing family sized homes will help address minimise overcrowding and help facilitate healthy living.

✓ **P3** Protecting existing family housing will reduce the demand for other types of housing, indirectly increasing the likelihood of everyone's housing need being met.

✓ **P4** Secure rented housing with a longer term tenancy can reduce the stress and pressure of housing issues, including rent rises at the end of a shorter tenancy agreement and the subsequent relocation where necessary. Reduced

stress from the provision of PRS housing will help to improve tenant's mental health and social exclusion.

✓ **P4** The provision of PRS housing will help to reduce the demand for other types of housing, in turn contributing to reduced housing costs, benefitting everyone's quality of housing.

✓ ✓ **P5** Specialist housing designed for older people will help them lead the lifestyles they want to lead, uninhibited by housing issues.

✓ ✓ **P5** Specialist housing designed for older people will help address aspects of poverty related to housing conditions including affordability, access and fuel poverty.

✓ ✓ **P5** Some types of specialist older peoples housing can include facilities such as communal spaces for eating and socialising and washing facilities.

✓ ✓ **P5** Providing more elderly people housing will help to free up other housing stock currently occupied by the elderly, freeing up non-specialist homes for other people.

✓ ✓ **P6** The provision of specialist wheelchair housing will enable people with mobility issues to live their life uninhibited by housing issues that may result from living in conventional accommodation.

✓ ✓ **P6** Meeting the currently-unmet need for specialist wheelchair housing provision will minimise housing issues that may otherwise arise should a person with mobility issues be housed in conventional housing, minimising stress and improving mental health and so decreasing the risk of social exclusion.

✓ **P9** Higher densities of housing enable services, facilities and other town

		<p>centres uses to be viable and sustainable in walkable neighbourhoods, contributing to the promotion of healthy active lifestyles through the built environment.</p> <p>✓ ✓ <b>P9</b> Promoting housing developments at the appropriate density will mean more housing is delivered in the right places, creating neighbourhoods and homes that people want to live in.</p> <p>✓ ✓ <b>P9</b> Higher densities around the North and middle of the borough where there are already larger town and employment centres and good transport links will increase the access to jobs for more people.</p> <p>✓ ✓ <b>P9</b> Higher densities will help promote walking and cycling as more local facilities and services become more viable due to the demand from more people living in homes near by.</p> <p>✓ <b>P9</b> Higher residential densities within Southwark will mean more people living and travelling through an area of existing poor air quality, increasing exposure. However, higher densities will mean more walkable neighbourhoods and services within walking distance, potentially reducing the need for polluting private motor vehicles such as cars.</p>
<p><b>IIA 4</b></p> <p><b>To reduce the incidence of crime and the fear of crime</b></p>	<p>✓ ✓</p>	<p>✓ ✓ <b>P1</b> The delivery of more affordable homes will be a crucial part of mixed and balanced communities which will help community cohesion.</p> <p>✓ ✓ <b>P2</b> Providing family homes for families will mean communities will be composed of a range of people of different ages, including children. This will make for a stronger, more diverse community where everyone's need is catered for.</p> <p>✓ ✓ <b>P3</b> Protecting our existing family homes will ensure our communities retain a strong mix in terms of housing choice and cater for a range of housing</p>

needs.

✓ **P4** Secure, longer term tenancies offered through PRS housing developments will enable people to plan for the years ahead without having to worry about the termination of their rental contract or a rent increase. This will help to create a more cohesive community where people will understand that they can be safe in the knowledge they can belong to the community for a longer period of time than they would if they were renting through a standard assured short hold tenancy agreement (typically 6-12months).

✓ ✓ **P6** Providing homes for people with mobility issues will mean that an under-represented section of society's housing need is catered for. Catering for this need will help build a stronger and more cohesive community in which everyone can feel they belong.

? **P7** Due to the temporary nature of the tenants there is a risk that the granting of planning permission for H.M.Os could weaken community cohesion. However, P7 requires adequate standards be met to ensure this risk is minimised.

? **P8** Due to the temporary nature of the tenants and the related reasons that tenants are often referred hostels, there is a risk that the granting of planning permission for them could create tension rather than community cohesion. However, they play a very important role in helping people with certain issues and so play a very important role in the community.

✓ **P9** Higher densities will mean more people, activities, services and facilities on the street and ground floors, providing more natural surveillance and reducing the opportunity for unseen criminal activity and the fear of crime.

✓ **P9** Higher densities will help more businesses, services and facilities be established as the increased population density helps them become viable. This will mean more people in walkable neighbourhoods out on the street engaging

		<p>and interacting with others as they go about to make use of these local facilities and services.</p>
<p><b>IIA 5</b></p> <p><b>To promote social inclusion, equality, diversity and community cohesion</b></p>	<p>✓ ✓</p>	<p>✓ ✓ <b>SP1</b> outlines how housing types for a diverse range of needs, including family households, childless households, elderly housing, disabled housing and housing for vulnerable people.</p> <p>? <b>SP1</b> specifies that infill development may occur, which could potentially be on (non-formally designated) open space on existing housing land.</p> <p>✓ ✓ <b>SP1</b> Housing provided for older people and those with mobility issues will be provided to meet their needs.</p> <p>✓ ✓ <b>P1</b> More affordable housing will enable people from different backgrounds and on different incomes, and by extension, those who live different lifestyles and who are from different communities, to live alongside each other.</p> <p>✓ ✓ <b>P3</b> will increase the opportunity for families to be a component of diverse communities.</p> <p>✓ ✓ <b>P3</b> outlines how existing family sized homes will be prevented from conversion into smaller homes that would be unsuitable for families. This will positively impact children more than other groups.</p> <p>✓ <b>P4</b> PRS housing will help provide security as well as economic mobility, where they can have the option of moving away for work or other reasons. This will help a section of society that makes up a part of a diverse community.</p> <p>✓ <b>P4</b> PRS housing will most likely positively affect younger adults more</p>

than other groups as these make up the majority of existing renters and are most likely to want to have the option of moving away for work or other reasons, while still having secure housing in their current location.

✓ ✓ **P5** will help to support older people as an important part of the community who's housing needs are well catered for, contributing to making them a constituent part of the wider, diverse community.

✓ ✓ **P5** The provision of specialist elderly housing will be designed to take account of the accessibility issues that affect the elderly.

✓ ✓ **P5** will specifically cater for older people's needs.

✓ ✓ **P6** will specifically support the lifestyles of people with mobility issues, helping to contribute to diverse communities in which everyone's needs are catered for.

✓ ✓ **P6** will try to provide adequate housing for people with mobility issues, and so are the largest minority group to be positively effected by the policy.

✓ ✓ **P8** Hostels and supported housing are normally administered by the voluntary and community sectors. Granting planning permission for these types of homes will help them achieve their aims of housing and helping.

✓ ✓ **P8** Hostels and HMOs will house and help people with issues that inhibit them from leading healthy lifestyles, meaning they can start to lead healthy lifestyles and become another section of the diverse community in Southwark.

✓ ✓ **P8** The provision of accommodation offered by supported housing and hostels will enable the administrators and organisations who run and manage them to engage with the vulnerable groups who are in need. This can be

		<p>considered a form of community facility provision</p> <p>✓✓ <b>P8</b> Hostels and HMOs often take in people who have certain issues and are referred to them by the authorities. This includes vulnerable people who may suffer from drug and alcohol addiction, domestic abuse, antisocial behaviour or asylum seekers. Hostels and HMOs will help meet the need for the housing of these vulnerable groups.</p> <p>✓✓ <b>P9</b> An increased population from an increased density will mean more businesses, services and facilities that cater for a range of lifestyles become viable.</p> <p>✓ <b>P10</b> Self and custom build presents the opportunity for community groups to come together to develop their own homes.</p>
<p><b>IIA 6</b></p> <p><b>To reduce contributions to climate change</b></p>	<p>?</p>	<p>? <b>SP1</b> There is a risk that an increase in housing may increase CO2 emissions.</p> <p>? <b>SP1</b> There is a risk that an increase in housing will increase energy consumption.</p> <p>✓ <b>SP1</b> outlines that there will be development sites including on existing estates.</p> <p>? <b>P9</b> There is a risk that there could be a net increase in CO2 emissions in the short term due to an increase in the scale of building required. However, this will be balanced in the longer term as higher densities provide a basis to shift to walkable neighbourhoods, cycling and public transport and away from the motor</p>

		<p>car.</p> <p><b>X</b> <b>P9</b> Higher densities will likely result in an increase in energy consumption, although higher densities will be more efficient than the same number of people (or habitable rooms) at a lower density (over a larger surface area).</p> <p><b>✓✓</b> <b>P9</b> Higher densities will be better at addressing the urban heat island effect than lower densities with the same number of people or habitable rooms due to a larger amount of surface area of buildings for lower densities. This means that there is a larger amount of material to that can absorb and release heat radiation from the sun. Higher densities will reduce this due to a smaller amount of exposed building surface area for the same number of people or habitable rooms.</p> <p><b>✓</b> <b>P10</b> The policy supports the provision of self and custom build homes which makes efficient use of land. This infers both developing at an appropriate density and exploring opportunities to improve land which is underutilised or in disrepair.</p>
<p><b>IIA 7</b></p> <p><b>To improve the air quality</b></p>	<p>?</p>	<p><b>?</b> <b>SP1</b> There is a risk that an increase in housing will make improving air quality harder, due to increase emissions from heating and powering of homes.</p> <p><b>?</b> <b>SP1</b> There is a risk that an increase in housing could increase the number of car trips.</p> <p><b>?</b> <b>P2</b> Cars are typically favoured by families more so than single people because of the convenience they offer. There is a risk that an increase in family sized homes may increase the demand for car journeys. However, it is not certain</p>

		<p>that this demand will materialise into an increase in the amount and length of journeys made by car.</p> <p>? <b>P3</b> Cars are typically favoured by families more so than single people because of the convenience they offer. There is a risk that the protection of family sized homes may not reduce the demand for car journeys. However, it is not certain that this demand will materialise into an increase in the amount and length of journeys made by car.</p> <p>✓✓ <b>P9</b> There is a risk that there could be a worsening of air quality due to an increase in the population increasing the demand for polluting private car use. However, higher densities will provide a basis to shift to walkable neighbourhoods, cycling and public transport and away from the motor car.</p> <p>X <b>P9</b> Increased densities will likely result in an increase in PM10 and N02 in the short term. Longer term effects of DM8 are unknown when assessing the policy in isolation (i.e refer to DM60 - Air Quality).</p> <p>X <b>P9</b> Higher densities may result in an increase in construction impacts in the short term as developments are built out.</p>
<p><b>IIA 8</b></p> <p><b>To avoid waste and maximise, reuse or recycle waste arising as a resource</b></p>	<p>✓</p>	<p>? <b>SP1</b> A net increase in new homes will result in a net increase in the demand for water and foul sewage disposal.</p> <p>✓ <b>P9</b> Higher densities enables services, including the sustainable processing of waste, to become more viable through applying the economies of scale principle.</p>

<b>IIA 9</b>  <b>To encourage sustainable use of water resources</b>	<p style="text-align: center;">✓</p>	<p>✓ <b>SP1</b> There is a risk that infill development on existing estates will take place (non-formally protected) on open space. However this is considered previously developed land.</p> <p>✓ <b>SP1</b> Protected open space and previously non-developed land will not be developed for housing.</p> <p>X <b>P9</b> Higher densities will result in a net increase in the demand for water and foul sewage disposal.</p>
<b>IIA 10</b>  <b>To maintain and enhance the quality of land and soils</b>	<p style="text-align: center;">✓ ✓</p>	<p>✓ ✓ <b>SP1</b> Infill development and wholesale redevelopment will result in a higher density and a more efficient use of land.</p> <p>✓ ✓ <b>P10</b> The policy recognises the pressures upon the supply of urban land and stresses the importance of plots making an efficient use of land.</p>
<b>IIA 11</b>  <b>To protect and enhance quality of landscape and townscape</b>	<p style="text-align: center;">✓</p>	<p>✓ <b>P9</b> If development is going to exceed density ranges then it must be judged as being of exemplary design. Part of this judgement criteria is that it must demonstrate that the development has sought to maximise the use of sustainable technologies and materials</p>
<b>IIA 12</b>  <b>To conserve and enhance</b>	<p style="text-align: center;">✓</p>	<p>✓ <b>P9</b> If development is going to exceed density ranges then it must be judged</p>

<p><b>the historic environment and cultural assets</b></p>		<p>as being of exemplary design. Part of this judgement criteria is that it must demonstrate that the development has sought to maximise the use of sustainable technologies and materials.</p> <p>✓ <b>P9</b> specifies that we want to provide housing that responds to the local and historic context, and to retain and create places where people want to live.</p> <p>✓ ✓ <b>P9</b> More people living in the same location will mean an increase in access to facilities. It will also mean that new facilities will become viable and provided.</p>
<p><b>IIA 13</b></p> <p><b>To protect and enhance open spaces, green corridors and biodiversity</b></p>	<p>✓</p>	<p>✓ <b>SP1</b> Protected open space and previously non-developed land will not be developed for housing.</p> <p>✓ <b>SP1</b> Infill development and wholesale redevelopment may risk some non-protected open spaces being lost, however this will be reprovided in different ways as part of new housing.</p> <p>✓ <b>SP1</b> Infill development and wholesale redevelopment may risk some non-protected open spaces being lost, however this will be reprovided in different ways as part of new housing. New housing will be better sited and linked to the surrounding areas including to green spaces.</p> <p>✓ <b>P1</b> outlines how affordable housing must be delivered onsite. The majority of land in the borough is previously developed land, therefore P1 indirectly encourages development on previously developed land.</p> <p>✓ <b>P10</b> The policy supports the provision of self and custom build homes which</p>

		<p>makes efficient use of land. This infers both developing at an appropriate density and exploring opportunities to improve land which is underutilised or in disrepair.</p>
<p><b>IIA 14</b></p> <p><b>To reduce vulnerability to flooding</b></p>	<p><b>X</b></p>	<p><b>X SP1</b> The Thames flood risk zones and critical drainage areas cover the majority of the borough, therefore any housing development in Southwark will most likely be in an area at risk of flooding.</p> <p><b>X P1</b> The majority of land in the borough is at risk of some form of flooding, therefore there is a high probability that any affordable housing delivery will be in an area of flooding.</p> <p><b>X P2</b> The majority of land in Southwark is at risk from some form of flooding, meaning that new homes, including new family sized homes will most likely be in areas at risk of flooding.</p> <p><b>X P4</b> The majority of land in Southwark is at risk from some form of flooding, meaning that new homes, including new homes delivered on PRS schemes, will most likely be in areas at risk of flooding.</p> <p><b>X P5</b> The majority of the land within Southwark is at risk from some form of flooding. However, elderly people are considered vulnerable users of a site and so will need to demonstrate that alternative sites of lower flood risk have been considered and, where available, chosen as the location of the development to minimise risk.</p> <p><b>X P6</b> The majority of the land within Southwark is at risk from some form of flooding. However, elderly people are considered vulnerable users of a site and so will need to demonstrate that alternative sites of lower flood risk have been</p>

		<p>considered and, where available, chosen as the location of the development to minimise risk.</p> <p><b>X</b> <b>P7</b> The majority of the land within Southwark is at risk from some form of flooding, meaning the likelihood of HMOs and hostels being located in these areas are high.</p> <p><b>X</b> <b>P8</b> The majority of the land within Southwark is at risk from some form of flooding, meaning the likelihood of supported housing and hostels being located in these areas are high.</p> <p><b>X</b> <b>P9</b> The majority of the land within Southwark is at risk from some form of flooding, meaning the likelihood of homes being located in these areas is high.</p> <p><b>X</b> <b>P10</b> The Thames flood risk zones and critical drainage areas cover the majority of the borough, therefore any housing development in Southwark will most likely be in an area at risk of flooding.</p>
<p><b>IIA 15</b></p> <p><b>To provide everyone with the opportunity to live in a decent home</b></p>	<p>✓ ✓</p>	<p>✓ ✓ <b>SP1</b>'s key objective is to improve the supply of housing, particularly quality, affordable housing.</p> <p>✓ ✓ <b>SP1</b> outlines how we will deliver a range of housing types to meet a diverse need.</p> <p>✓ ✓ <b>P1</b> outlines the requirement for a net increase in affordable housing as a percentage of any residential development that comes forward over the life of the plan.</p> <p>✓ ✓ <b>P1</b> will help increase the amount of affordable tenure homes and the</p>

affordability of homes to address the needs of local people.

✓✓ **P2** More family homes will reduce the likelihood of overcrowding as families have an increased chance of finding suitable accommodation with enough space.

✓✓ **P3** Protecting existing family homes will mean a larger chance of addressing overcrowding problems

✓✓ **P3** An increase in PRS homes will reduce the demand for other types of housing elsewhere.

✓✓ **P5** Housing designed specifically for older people will free up other types of homes currently occupied by older people, helping increase the availability of non-specialist housing for other people.

✓✓ **P6** Housing designed specifically for wheelchair users and others with specialist housing needs will free up other types of homes currently occupied and unsuitable for wheelchair users, helping increase the availability of non-specialist housing for other people.

✓✓ **P6** Unoccupied specialist wheelchair housing will be used as temporary local authority accommodation and financial contributions paid to the council in place of on-site affordable wheelchair housing provision will help to pay for the conversion of existing social rented homes to be wheelchair accessible or otherwise suitable as specialist housing.

✓✓ **P9** An increase in density will mean more homes in the same area.

✓ **P10** The policy supports self-build homes from people or groups on

		<p>Southwark's Self and Custom Build Register which will make a contribution towards Southwark's housing need.</p>
<p><b>IIA 16</b></p> <p><b>To promote sustainable transport and minimise the need to travel by car</b></p>	<p>✓</p>	<p>✓ <b>SP1</b> outlines how a range of housing types will be delivered, including housing for older people and others who may have mobility issues.</p> <p>✓ <b>P5</b> will help older people, who can be prone to mobility issues, to access buildings and places.</p> <p>✓ <b>P6</b> will help people with mobility issues, who can be prone to mobility issues, to access buildings and places</p> <p>? <b>P9</b> There is a risk that there could be a worsening of air quality due to an increase in the population increasing the demand for polluting private car use. However, higher densities will provide a basis to shift to walkable neighbourhoods, cycling and public transport and away from the motor car.</p> <p>? <b>P9</b> There is a risk that there could be an increase in private car use. However, higher densities will provide a basis to shift to walkable neighbourhoods, cycling and public transport and away from the motor car.</p> <p>? <b>P9</b> There is a risk that with higher densities there will be more people using streets and roads either as pedestrians and cyclists or motor vehicles. This could mean an increase in the chance of collisions and accidents.</p> <p>✓ <b>P9</b> Higher densities will make public transport more viable and in demand as congestion for private motor vehicles is too much.</p>

		<p>✓ <b>P9</b> Higher densities will make walkable neighbourhoods more viable and walking and cycling more attractive and increase demand as congestion for private motor vehicles is too much.</p>
<p><b>IIA 17</b>  <b>To provide the necessary infrastructure to support existing and future development</b></p>	<p>N/A</p>	

**Integrated impact assessment for:**

**Strategic Policy 2 Social regeneration to revitalise neighbourhoods**

Including

- P11: Design of places
- P12: Design quality
- P13: Residential design
- P14: Tall buildings
- P15: Efficient use of land
- P16: Listed buildings and structures
- P17: Conservation Areas
- P18: Conservation of the historic environment and natural heritage
- P19: Borough views
- P20: Archaeology
- P21: World Heritage Sites
- P22: River Thames

IIA Objective	Overall Score	Comment
<p><b>IIA 1</b></p> <p><b>To tackle poverty and encourage wealth creation</b></p>	<p>✓</p>	<p>✓ <b>SP2</b> aims to revitalise neighbourhoods to make them places we can all be proud to live and work. The Council recognises that Southwark is a borough with a proud heritage and a great future, with one of the most ambitious regeneration programmes in the country. Using the borough's unique position in central London to benefit local residents, encouraging innovative development of spaces to provide new Council and other affordable homes, jobs, schools, shops and places to work.</p> <p>✓ <b>SP2</b> aims to revitalise neighbourhoods to make them places we can all be proud to live and work. Using the borough's unique position in central London to benefit local residents, encouraging innovative development of spaces to provide new Council and other affordable homes, jobs, schools, shops and places to work.</p>

✓ **P11** recognises that development should allow for accessible and inclusive design for all ages and especially for people with disabilities or those who are mobility impaired. Public realm should be safe, attractive and ease the movement of [pedestrians, cyclists and vehicular traffic. These goals are supportive of making transport and facilities accessible.

✓ **P14** recognises that tall buildings, if designed thoughtfully, can be an important component in contributing to an area's regeneration. They can improve access to low-cost transport and other facilities by being able to accommodate more people, whether workers or residents, near these facilities and transport options.

✓ **P15** An efficient use of land will likely indirectly help to improve access to low-cost transport options and other facilities, including temporary 'meanwhile' uses which provide community benefits, by virtue of an efficient use of land comprising the appropriate density which will see demand stimulated for such low cost transport options and other facilities which will, if not already, then be delivered. This in turn will contribute to reducing poverty and encouraging wealth creation. The policy will also seek to promote successful neighbourhoods for all

✓ **P16** ensures the protection and enhancement of listed buildings contribute to successful neighbourhoods for all which reference and are built upon a shared collective history. This can help to reduce poverty and, particularly if listed buildings are used for employment or educational purposes and open to the public.

✓ **P16** has the potential to promote and enable tourism opportunities to be exploited and employment created where listed buildings are significant.

✓ **P20** has the potential to promote and enable tourism opportunities to be exploited and employment created where archaeological finds are significant.

		<ul style="list-style-type: none"> <li>✓ <b>P21</b> has the potential to promote and enable tourism opportunities to be exploited and employment created in the parts of London where the world heritage sites have been identified.</li>   <li>✓ <b>P22</b> Parts of the Thames Policy Area contains the Strategic Cultural Area and lies within the Central Activities Zone, both of which contain key tourist attractions and visitor accommodation and facilities. The protection and enhancement of the Thames, Thames Path and the river's relationship to the built environment will continue to allow for tourism opportunities to be exploited and created.</li> </ul>
<b>IIA 2</b>  <b>To improve the education and skill of the population</b>	✓	<ul style="list-style-type: none"> <li>✓ <b>SP2</b> seeks to ensure that targeted support in regeneration areas is provided for the population. This can include upskilling and education of the population.</li>   <li>✓ <b>P20</b> has the potential to contribute to the education of the population should a programme of excavation, recording, achieving, publishing and display of finds be required, particularly if a programme of public engagement is required.</li> </ul>
<b>IIA 3</b>  <b>To improve the health of the population</b>	✓	<ul style="list-style-type: none"> <li>✓ <b>SP2</b> seeks to promote healthy lifestyles and active living by providing green infrastructure and opportunities for health activities and improving streets, squares and public spaces.</li>   <li>✓ <b>P11</b> provides for the provision of opportunities for formal and informal play. The provision of urban greening and green infrastructure can deliver multiple amenity and environmental benefits within buildings and the public realm.</li>   <li>✓ <b>P11</b> supports the provision of opportunities for formal and informal play. The provision of urban greening and green infrastructure can deliver multiple amenity and environmental benefits within buildings and the public realm including</li> </ul>

opportunities for recreation and food growing.

✓ **P11** ensures the height scale, massing and orientation of development responds positively to the existing townscape character and context.

✓ **P11** recognises that urban greening and green infrastructure can deliver multiple amenity and environmental benefits including food growing.

✓ **P11** recognises the importance of easing the movement of pedestrians, cyclists and vehicular traffic.

✓ **P12** supports development which utilises active design elements that are fitting to the location, context, scale and type of development. P12 recognises that good design is a key aspect of making places better for people. In addition to healthcare and services, such as GPs and clinics, other environmental and social conditions are known to influence people's health. The internal layout of buildings can be designed to encourage activity.

✓ **P12** ensures the height scale, massing and orientation of development responds positively to the existing townscape character and context.

✓ **P12** supports development which ensures existing patterns of pedestrian and cycling movement are taken into account and improved.

✓ **P13** recognises good quality housing helps to improve the health, safety, amenity and quality of life of current and future residents. Southwark has an aging population and the Council want all residents to be able to stay in their homes throughout different phases of their life into old age. It is important that family housing provides private amenity space to ensure that children have somewhere safe to play. Communal play areas are important for children, parents and carers to exercise and socialise.

		<ul style="list-style-type: none"> <li>✓ <b>P13</b> supports development which encourages communal amenity space designed to provide multiple benefits including food growing.</li> <li>✓ <b>P14</b> Tall buildings will help to contribute to higher-density neighbourhoods, encouraging walking, cycling and use of public transport through and between walkable neighbourhoods, which promote health by keeping active and minimising air pollution.</li> <li>✓ <b>P15</b> permits temporary ‘meanwhile’ uses which could include temporary allotments to produce locally grown food or other local community projects that promote inclusiveness and target specific groups, which in turn will help improve mental and emotional health.</li> <li>✓ <b>P18</b> identifies selected types of green infrastructure to be conserved and enhanced which can contribute to the health and wellbeing of people including registered parks and gardens, trees, hedgerows and the greenery contained in the protected London Squares.</li> <li>✓ ✓ <b>P22</b> The River Thames is a significant open space which provides areas of both recreation and leisure activities as well as calm and respite from the built up nature of London. Access to these areas provide an important ‘breathing space’ and the protection and enhancing of sites within the Thames Policy Area will help contribute to the continued enjoyment and value of these spaces, in turn contributing to physical and mental well being.</li> </ul>
<p><b>IIA 4</b></p> <p><b>To reduce the incidence of crime and the fear of crime</b></p>	<p>✓</p>	<ul style="list-style-type: none"> <li>✓ <b>SP2</b> seeks to improve streets, squares and public spaces which will help reduce the perception or fear of crime and encourage more people to use the spaces which will increase natural surveillance and reduce the opportunity for crime. It will aid the promotion and delivery of a well maintained and inclusive public realm.</li> </ul>

✓ **SP2** seeks to encourage an active, strong and connected cohesive community by ensuring existing residents benefit from regeneration by receiving support and ensuring everyone has their chance to get their voice heard.

✓✓ **P11** supports development that ensures high quality public realm that is safe, understandable and attractive.

✓ **P11** encourages active, connected, strong and cohesive communities by ensuring an urban grain and layout that takes into account and improves existing patterns of development and movement, permeability and street widths.

✓ **P11** recognises that good design is a key aspect of making places better for people. It is important that good quality materials are used in development.

✓ **P11** supports development utilising active design principles that are fitting to the location, context, scale and type of development. P12 also supports development which existing patterns of pedestrian and cycling movement are taken into account and improved. P12 recognises that in addition to healthcare services such as GPs and clinics, other environmental and social conditions are known to influence people's health.

✓ **P14** requires tall buildings to provide functional public space commensurate to the scale of the development when above 30m with widened footways and routes to accommodate increased footfall. This will encourage activity in these spaces, reducing the fear or perception of crime and the opportunity for criminal activity.

✓ **P15** permits temporary 'meanwhile' uses which mean that sites could be full of activity when they would otherwise be lying dormant. This will help reduce the fear and perception of crime as well as the opportunity for criminal activity to take place.

		<p>✓ <b>P20</b> has the potential to encourage and foster an active, connected, strong and cohesive community where a programme of public engagement with archaeological finds is required. This will help to reduce the fear and perception of crime.</p>
<p><b>IIA 5</b></p> <p><b>To promote social inclusion, equality, diversity and community cohesion</b></p>	<p>✓ ✓</p>	<p>✓ ✓ <b>SP2's</b> key aim is social inclusion and community cohesion, community engagement where everyone gets to have their say and share in the benefits of regeneration.</p> <p>✓ <b>P11</b> encourages active, connected, strong and cohesive communities by ensuring an urban grain and layout that takes into account and improves existing patterns of development and movement, permeability and street widths.</p> <p>✓ ✓ <b>P11</b> supports development that provides accessible and inclusive design for all ages, and especially for people with disabilities or those who are mobility impaired. DM9 outlines that development should ensure compliance with the Equalities Act 2010, relevant London Plan policies and Part M of the Building regulations.</p> <p>✓ <b>P11</b> recognises the importance of easing the movement of pedestrians, cyclists and vehicular traffic.</p> <p>✓ <b>P11</b> supports the provision of opportunities for formal and informal play. The provision of urban greening and green infrastructure can deliver multiple amenity and environmental benefits within buildings and the public realm.</p> <p>✓ <b>P11</b> supports development that ensures an urban grain and layout that takes into account and improves existing patterns of development and movement, permeability and street width. DM9 supports development which provides accessible and inclusive design for all ages, and especially for people with</p>

disabilities or those who are mobility impaired.

✓✓ **P12** supports development which ensures accessibility and inclusive design for all.

✓✓ **P12** supports development which ensures existing patterns of pedestrian and cycling movement are taken into account and improved.

✓ **P13** seeks to provide good quality housing, including facilities and amenities for young people which will help to promote social inclusion, equality, diversity and community cohesion, particularly between different income groups due to requiring homes are tenure blind.

✓✓ **P14** requires that tall buildings provide a new publically accessible space at or near the top of the building and communal facilities for residents and building users. These inclusive aspects of tall buildings will help promote community cohesion and intermingling for people from different backgrounds and lifestyles.

✓ **P15** permits temporary 'meanwhile' uses which could include temporary allotments to produce locally grown food or other local community projects that promote inclusiveness and target specific groups, which in turn will help improve social inclusion, equality, diversity and community cohesion.

✓ **P18** identifies selected types of green infrastructure to be conserved and enhanced which can contribute to the health and wellbeing of people including registered parks and gardens, trees, hedgerows and the greenery contained in the protected London Squares.

✓ **P20** has the potential to support voluntary and community sectors and active community engagement where a programme of public engagement is required for archaeological finds.

		<p>✓ <b>P22</b> seeks to maintain and enhance the existing facilities that support and increase the use and enjoyment of the river, including transport facilities for passengers, freight and tourists which has the potential to promote social inclusion and community cohesion.</p>
<p><b>IIA 6</b></p> <p><b>To reduce contributions to climate change</b></p>	<p>✓ ✓</p>	<p>✓ ✓ <b>SP2's</b> promotion of better streets will encourage walking and green infrastructure will also seek to deliver green infrastructure, which can help reduce carbon dioxide, the urban heat island effect and promote health lifestyles.</p> <p>✓ ✓ <b>P11</b> recognises that the provision of urban greening and green infrastructure can deliver multiple amenity and environmental benefits within buildings and the public realm, such as helping to reduce the urban heat island effect, where urban areas become significantly hotter than rural areas in summer.</p> <p>✓ <b>P12</b> recognises that sustainable design must reduce energy consumption and carbon dioxide emissions, reduce flood risk and pollution, ensure the avoidance of internal overheating, minimise the urban heat island effect and the creation of adverse local climatic conditions.</p> <p>✓ <b>P13</b> requires that new homes utilise non-mechanical ventilation systems, Be dual aspect and allow for natural cross ventilation and Demonstrate how overheating will be avoided for single aspect flats; all of these parts of the policy will maximise efficient use of finite resources for things like energy for heating and cooling, in turn contributing to reducing the impacts of climate change.</p> <p>✓ ✓ <b>P14</b> requires that tall buildings maximise energy efficiency and prioritise the use of sustainable materials.</p> <p>✓ ✓ <b>P15</b> requires an efficient use of land, which is a finite resource. An efficient use of a finite resource will ensure contributions to climate change</p>

are minimised and/or reduced.

✓✓ **P15** requires that development does not compromise sites adjacent, ensuring that all sites can maximise their potential in contributing to sustainable development, including conforming to other policy requirements.

✓✓ **P15** permits temporary 'meanwhile' uses, encouraging the re-use or improvement of buildings and land that are vacant, underutilised or in disrepair.

X **P16** There will likely be limits on the extent that any development activity undertaken on listed buildings will be able to contribute to reducing climate change. There will be the opportunity to do some measures however the (carbon) savings achievable will likely be less than for other buildings.

✓ **P18** identifies selected types of green infrastructure to be conserved and enhanced which can contribute to the health and wellbeing of people including registered parks and gardens, trees, hedgerows and the greenery contained in the protected London Squares.

✓ **P18** seeks to ensure that viable uses of heritage assets that is consistent with its on-going and long-term conservation is enabled. This means the re-use and re-cycling of existing buildings can help reduce the carbon emissions (and contribution to climate change) that would otherwise be spent during demolition and new build construction.

X **P20** Depending on the nature of the works required, P20 will not necessarily contribute to reducing carbon emissions and/or climate change. This is because the requirements for archaeological finds to be carefully excavated and/or recorded and archived which will use resources. Were the policy not in place, these extra resources (and so carbon emissions) would not have to be spent. However, the benefits of protecting archaeological finds is considered to

		<p>significantly outweigh the disbenefits identified in the increase in carbon emissions.</p> <p>? <b>P21</b> It may be that protection of views to, from and across world heritage sites may result in buildings and spaces that, in respecting the world heritage sites, are required to use more resources and/or emit more carbon emissions than they otherwise would without the requirements set out in this policy. However, the benefits are considered to significantly outweigh any disbenefits.</p> <p>✓ <b>P22</b> seeks to maintain and enhance the existing facilities that support and increase the use and enjoyment of the river, including transport facilities for passengers, freight and tourists. The river is currently an underutilised transport artery and its use for this purpose could reduce reliance on other less sustainable forms of travel on London’s congested roads such as cars. Transferring people from private transport to public transport is one way we can reduce contributions to climate change.</p>
<p><b>IIA 7</b></p> <p><b>To improve the air quality</b></p>	<p>✓</p>	<p>✓✓ <b>SP2</b> seeks to promote green infrastructure which can have a positive effect on air quality, both chemically where NOx and Particular Matter are absorbed by the green infrastructure and physically, where the G.I can disperse pollutants in the air to minimise their exposure to people.</p> <p>✓ <b>P11</b> recognises that the enhancement of areas through urban greening can create healthier places by reducing air pollution.</p> <p>✓ <b>P12</b> recognises that sustainable design must reduce energy consumption and carbon dioxide emissions. P12 supports development which ensures existing patterns of pedestrian and cycling movement are taken into account and improved.</p> <p>✓ <b>P12</b> supports development that implements sustainable design and</p>

		<p>construction techniques.</p> <ul style="list-style-type: none"> <li>✓ <b>P13</b> requires that new homes be dual aspect and allow for natural cross ventilation or Demonstrate good levels of privacy and ventilation to all rooms for single aspect flats, these design requirements will help improve the internal air quality of new homes.</li> <li>✓ <b>P14</b> should indirectly help to improve air quality by contributing to higher-density neighbourhoods, encouraging walking, cycling and use of public transport through and between walkable neighbourhoods, which promotes active travel that does either does not pollute or pollutes significantly less per person than other transport modes.</li> <li>✓ <b>P22</b> seeks to maintain and enhance the existing facilities that support and increase the use and enjoyment of the river, including transport facilities for passengers, freight and tourists. The river is currently an underutilised transport artery and its use for this purpose could reduce reliance on other less sustainable forms of travel on London’s congested roads such as cars. This has the potential to improve air quality.</li> </ul>
<p><b>IIA 8</b></p> <p><b>To avoid waste and maximise, reuse or recycle waste arising as a resource</b></p>	<p>✓</p>	<ul style="list-style-type: none"> <li>✓ <b>SP2</b> looks to promote heritage-led regeneration to make best use of existing historic building fabric which leads to less consumption of finite resources in demolishing old and constructing new buildings. The policy also looks to encourage new homes above shops, using existing buildings to provide new uses.</li> <li>✓ <b>P12</b> recognises that sustainable design must minimise the consumption of natural resources.</li> <li>✓ <b>P15</b> indirectly helps to minimise waste by ‘recycling’ land via the temporary ‘meanwhile’ uses which may be permitted.</li> </ul>

		<p>✓ <b>P15</b> indirectly helps to minimise waste by ensuring that adjacent sites are not compromised by any development, thereby reducing the potential for the potential of adjacent sites to be ‘wasted’.</p> <p>X <b>P16</b> There will likely be limits on the extent that any development activity undertaken on listed buildings will be able to contribute to avoiding waste and maximising reuse, recycling waste as a resource.. There will be the opportunity to do some measures however the amount of waste likely to be able to be re-used and recycled may be less than for other buildings.</p> <p>✓ <b>P17</b> seeks to ensure that viable uses of heritage assets that is consistent with its on-going and long-term conservation is enabled. This means the re-use and re-cycling of existing buildings can help reduce the waste and inefficient use of resources that would otherwise occur during demolition and new build construction.</p>
<p><b>IIA 9</b></p> <p><b>To encourage sustainable use of water resources</b></p>	<p>✓</p>	<p>✓ <b>SP2</b>’s promotion of green infrastructure has the potential to encourage sustainable use of water by reducing the risk of flooding (and so other resources dealing with the impact of flooding) and could include sustainable urban drainage elements which could include recycling, reuse and cleansing of water.</p> <p>✓ <b>P11</b> recognises that the provision of urban greening and green infrastructure can deliver multiple amenity and environmental benefits such as reducing the impact of surface water flooding.</p> <p>✓ <b>P12</b> recognises that sustainable design must reduce flood risk.</p> <p>X <b>P16</b> There will likely be limits on the extent that any development activity undertaken on listed buildings will be able to contribute to encouraging sustainable use of water resources and maximising water reuse and recycling water, relative to other development undertaken on non-listed buildings. There</p>

		<p>will be the opportunity to do some measures however the amount of water efficiency measures incorporated are likely to be provide less savings/smaller efficiencies than those achievable on other types of development.</p> <p>✓ <b>P22</b> seeks to maintain and enhance the existing facilities that support and increase the use and enjoyment of the river, including transport facilities for passengers, freight and tourists. The river is currently an underutilised transport artery and its use for this purpose could constitute the sustainable use of water resources that reduces reliance on other less sustainable forms of travel on London’s congested road.</p>
<p><b>IIA 10</b></p> <p><b>To maintain and enhance the quality of land and soils</b></p>	<p>✓</p>	<p>✓ <b>SP2</b>’s promotion of green infrastructure has the potential to ensure the quality of land and soils is maintained and enhanced. Encouraging new homes above shops means more development on land already built on and not on land where there is virgin soil of ecological and biodiverse value.</p> <p>✓✓ <b>P11</b> supports development which ensures high standards of design with commensurate consideration given to visual appearance, composition, aesthetics and detailing. P12 recognises that good design is a key aspect of making places better for people.</p> <p>✓ <b>P15</b> promotes re-use of previously developed land and buildings through the temporary ‘meanwhile’ uses criteria.</p>
<p><b>IIA 11</b></p> <p><b>To protect and enhance quality of landscape and townscape</b></p>	<p>✓✓</p>	<p>✓ <b>SP2</b> seeks to promote local distinctiveness and heritage-led regeneration by requiring the highest standards of design, creating attractive, healthy and distinctive buildings and places.</p> <p>✓✓ <b>P11</b> outlines that it is important to take the principles of urban design into consideration when designing new development, in order to ensure that new</p>

development improves the environment. P11 supports development that ensures the height, scale, massing and orientation of development responds positively to the existing townscape.

✓✓ **P12** supports development which ensures buildings, public spaces and land uses are positioned according to their function, impact and use. P12 recognises that it is important to take the principles of urban design into consideration when designing new development, in order to ensure that new development improves the environment so that people want to spend time in the place.

✓✓ **P12** recognises that good design is a key aspect of making places better for people. Southwark has a range of different neighbourhoods and areas contributing to its local distinctiveness, and this diversity will be reflected in new development.

✓✓ **P12** supports development which ensures high standards of design with commensurate consideration given to visual appearance, composition, aesthetics and detailing. P12 recognises that good design is a key aspect of making places better for people.

✓✓ **P14** requires that tall buildings respond positively to local character and townscape and be of exemplary architectural design.

✓✓ **P14** Tall buildings have the potential to have a negative impact on important strategic and local views. However the P14 requires that tall buildings make a positive contribution to the London skyline and must not cause harm to strategic and borough views or to the significance of a designated heritage asset.

✓ **P15** incorporates sustainable design and construction activities by virtue of ensuring the most efficient use of land, which will help to ensure the building is

designed and constructed with an appropriate lifespan and not be prematurely demolished or requiring heavy investment in refurbishment and retrofitting in aspects such as servicing facilities, circulation space and access to, from and through the site. This will ensure the quality of the landscape and townscape is protected and enhanced during the lifespan of the building.

✓ ✓ **P15** will improve the relationship between different buildings, streets, parks and waterways due to the requirement to not unreasonably compromise the development potential or legitimate activities on neighbouring sites.

✓ ✓ **P16** Listed buildings and structures often comprise key components of a valued quality landscape and townscape. The policy seeks to protect these and where development activity on them is undertaken, make sure they are enhanced.

✓ ✓ **P17's** key aim is for the conservation, protection, maintaining and enhancing of the setting and condition of the features of the historic environment which has been identified as having a quality worthy of protection.

✓ ✓ **P18** One of P18's key aim is for the conservation, and enhancement of the identified heritage assets which often make a significant contribution to the quality of the local town and landscape.

✓ ✓ **P19'** key aim is to conserve and enhance local landscape and townscape character and visual amenity.

✓ ✓ **P19** will not have a negative impact on important strategic or local views but rather seeks to protect and enhance these views.

✓ ✓ **P21's** key aim is for the conservation and enhancement of the setting of local landscape, townscape and visual amenity.

✓ ✓ **P21** seeks to improve the relationship between different buildings,

		<p>streets, parks and waters and other spaces that make up the townscape character.</p> <p>✓✓ <b>P21</b> will not have a negative impact on important strategic or local views but rather seeks to protect and enhance these views.</p> <p>✓✓ <b>P22</b> seeks to conserve and enhance the local landscape and visual amenity and improve the relationship between different buildings, streets, parks and waters and other spaces that make up the townscape character.</p> <p>✓✓ <b>P22</b> seeks to have a positive impact on important strategic and local views including borough views and those identified in the London View Management Framework.</p>
<p><b>IIA 12</b></p> <p><b>To conserve and enhance the historic environment and cultural assets</b></p>	<p>✓✓</p>	<p>✓ <b>SP2</b> seeks to promote local distinctiveness and heritage-led regeneration by requiring the highest standards of design, creating attractive, healthy and distinctive buildings and places.</p> <p>✓ <b>P11</b> supports development that ensures the height, scale, massing and orientation of development responds positively to the existing townscape.</p> <p>✓ <b>P11</b> recognises that it is important to take the principles of urban design into consideration when designing new development, in order to ensure that new development improves the environment so that people want to spend time in the place. The principles extend to the internal design and the spaces between buildings, as well as the appearance of buildings. Developments must be designed to ensure accessibility, inclusivity and interaction regardless of disability, age or gender and to allow all to participate equally.</p> <p>✓✓ <b>P11</b> recognises that it is important to protect local character. Good public realm design is essential to help people move around the borough as it improves</p>

the streetscape, and creates a sense of place with vibrant, pleasant environments that people will take pride in and enjoy Ensuring visual amenity and the spatial diversity of communities is respected.

✓ ✓ **P11** recognises that the provision of urban greening and green infrastructure can deliver multiple amenity and environmental benefits, providing opportunities for recreation including formal and informal play.

✓ **P11** recognises that the provision of urban greening and green infrastructure can deliver multiple amenity and environmental benefits, providing opportunities for recreation including formal and informal play.

✓ ✓ **P12** supports development which ensures high standards of design with commensurate consideration given to visual appearance, composition, aesthetics and detailing. P12 recognises that good design is a key aspect of making places better for people. Southwark has a range of different neighbourhoods and areas contributing to its local distinctiveness, and this diversity will be reflected in new development.

✓ ✓ **P12** recognises that good design is a key aspect of making places better for people. It is important that good quality materials are used in development, which can greatly contribute to the overall impression of a building, as well as how it relates to its area. P12 supports development which implements sustainable design and construction techniques.

✓ ✓ **P12** supports development which ensures high standards of design with commensurate consideration given to visual appearance, composition, aesthetics and detailing and development which ensures new buildings and alterations to existing buildings have a reactive design solution that is specific to the site's shape, size and location. DM10 recognises that it is important good quality materials are used in development. The right materials greatly contribute to the overall impression of a building as well as how it relates to its area.

✓✓ **P14** requires tall buildings avoid unacceptable harm to the significance of designated heritage assets their settings.

✓ **P15** has the potential to deliver new and conserve and enhance the existing historic environment and cultural assets through the temporary 'meanwhile' uses criteria.

✓✓ **P16's** key aim is for the conservation, protection, maintaining and enhancing of the setting and condition of the features of the historic environment.

✓✓ **P17's** key aim is for the conservation, protection, maintaining and enhancing of the setting and condition of the features of the historic environment which has been identified as having a quality worthy of protection.

✓✓ **P17's** key aim is for the conservation and enhancing the significance of the identified elements of the historic environment and natural heritage which often make significant contributions to the townscape and landscape of a site or location.

✓✓ **P18** One of P18's key aim is for the conservation, and enhancement of the historic built and natural environment which by extension have significant cultural value.

✓✓ **P19** will help protect, maintain and enhance the setting of features of cultural and historical heritage in the environment.

✓✓ **P20's** key aim is for the conservation and enhancing the significance of historical, cultural and archaeological heritage in the environment

✓✓ **P20** will promote the historic environment and contribute to a better understanding of the historic environment.

		<ul style="list-style-type: none"> <li>✓✓ <b>P21</b>'s key aim is for the protection, maintenance, enhancement of the setting of significant historical and cultural sites in London</li> <li>✓✓ <b>P22</b> seeks to protect, maintain and enhance the condition and setting of features and areas of significant cultural, historical heritage i.e. the River Thames and the Thames Policy Area.</li> <li>✓✓ <b>P22</b> requires that landmarks of historical, cultural and social significance are located in the Thames Policy Area and so will improve and increase access to leisure, cultural and arts provision.</li> </ul>
<p><b>IIA 13</b></p> <p><b>To protect and enhance open spaces, green corridors and biodiversity</b></p>	<p>✓✓</p>	<ul style="list-style-type: none"> <li>✓✓ <b>SP2</b>'s promotion of better green infrastructure will help to protect and enhance open spaces, green corridors and biodiversity.</li> <li>✓✓ <b>P11</b> recognises that the provision of urban greening and green infrastructure can deliver multiple amenity and environmental benefits, providing opportunities for recreation and biodiversity.</li> <li>✓ <b>P12</b> supports development that ensures existing patterns of pedestrian and cycling movement are taken into account and improved. P12 also supports development which ensures accessibility and inclusive design for all.</li> <li>✓ <b>P13</b> supports development which encourages communal amenity space designed to provide multiple benefits including habitat creation.</li> <li>✓ <b>P15</b> has the potential to protect and enhance existing and deliver new open and green spaces, corridors and habitats through the temporary 'meanwhile' uses criteria.</li> <li>✓ <b>P18</b> identifies selected types of green infrastructure to be conserved and</li> </ul>

		<p>enhanced which contribute significantly to the borough's offer of green and open space, biodiversity and habitat, including registered parks and gardens, trees, hedgerows and the greenery contained in the protected London Squares.</p> <p>✓✓ <b>P22</b> seeks to ensure the designated open water space of the River Thames is protected and enhanced.</p> <p>✓ <b>P22</b> seeks to maintain biodiversity by requiring development in the Thames Policy Area to avoid unacceptable harm to biodiversity if proposing new mooring facilities.</p>
<p><b>IIA 14</b></p> <p><b>To reduce vulnerability to flooding</b></p>	<p>✓✓</p>	<p>✓✓ <b>SP2's</b> promotion of better green infrastructure will help to reduce vulnerability to flooding. New homes above shops will mean that some new homes will be off the ground floor where vulnerability to flooding is higher in flood risk zones/critical drainage areas.</p> <p>✓✓ <b>P11</b> recognises that the provision of urban greening and green infrastructure can deliver multiple amenity and environmental benefits within buildings and the public realm such as helping to reduce the impact of surface water flooding.</p> <p>✓✓ <b>P12</b> recognises that sustainable design must reduce flood risk.</p> <p>✓ <b>P13</b> supports development which encourages communal amenity space designed to provide multiple benefits including SUDs.</p> <p><b>X P16</b> The potential for the listed buildings to reduce vulnerability to flooding by, for example, the incorporation of sustainable urban drainage measures, is likely to be significantly less than non-listed buildings.</p>

		<p>✓ <b>P18</b> identifies selected types of green infrastructure to be conserved and enhanced which contribute significantly to the borough's ability to provide a slower rate of infiltration into the water table. This rate determines the risk of surface water flooding. The green infrastructure identified includes: registered parks and gardens, trees, hedgerows and the greenery contained in the protected London Squares.</p> <p>✓✓ <b>P22</b> requires that development adjacent to the River Thames maintain, remediate and improve flood defence walls and where next to culverts should demonstrate that the development will not undermine the structural integrity or detrimentally impact upon its intended operation.</p>
<p><b>IIA 15</b></p> <p><b>To provide everyone with the opportunity to live in a decent home</b></p>	<p>✓✓</p>	<p>✓✓ <b>SP2</b> sets out that residents will access the benefits of our regeneration programmes and the opportunities created by those programmes for new homes, new jobs and infrastructure</p> <p>✓ <b>P12</b> supports development which ensures high standards of design with commensurate consideration given to visual appearance, composition, aesthetics and detailing.</p> <p>✓✓ <b>P13's</b> key aim is to provide decent homes</p> <p>✓ <b>P16</b> Development undertaken on listed buildings may allow for new homes to be delivered in innovated forms and using interesting design solutions imposed by the limits of listed building status, while still ensuring the important historic fabric of the building is retained.</p>
<p><b>IIA 16</b></p> <p><b>To promote sustainable transport and minimise the</b></p>		<p>✓ <b>SP2</b> promotion of healthy lifestyles and active living by providing green infrastructure and opportunities for healthy activities and improving streets, squares and public spaces will encourage walking and cycling and reduce</p>

## need to travel by car

reliance on the need to travel by car.

✓✓ **P11** recognises that developments must be designed to ensure accessibility, inclusivity and interaction regardless of disability, age or gender and allow all to participate equally, confidently and independently in everyday activities.

✓✓ **P11** supports development that ensures a high quality public realm that is safe, understandable and attractive and that ease the movement of pedestrians, cyclists.

✓✓ **P11** supports development that provides accessible and inclusive design for all ages, and especially for people with disabilities or those who are mobility impaired. Development should ensure compliance with the Equalities Act 2010, relevant London Plan policies and Part M of the Building Regulations.

✓✓ **P11** supports development that provides accessible and inclusive design for all ages, and especially for people with disabilities or those who are mobility impaired. DM9 recognises that the provision of urban greening and green infrastructure can deliver multiple amenity and environmental benefits.

✓ **P12** supports development which utilises active design principles that are fitting to the location, context, scale and type of development and ensures existing patterns of pedestrian and cycling movement are taken into account and improved.

✓✓ **P12** supports development which ensures accessibility and inclusive design for all.

✓✓ **P14** Tall buildings, by virtue of being high density, can help contribute to the demand for, and promote the uptake of active travel and use of public transport through and between walkable neighbourhoods, which in turn should

		<p>reduce the need to travel by car.</p> <p>✓ <b>P16</b> Development undertaken on listed buildings may allow previously under occupied listed buildings located in sustainable town centre locations or areas with high public transport accessibility levels, to be re-configured to a more efficient use which, were the listed building not available for development, may otherwise have to locate outside the high PTAL/connected areas. However, the policy still ensures the important built fabric of the historic building is retained. Development in these locations, particularly when undertaken on a listed building (which itself adds to the attraction of a sustainable high PTAL/town centre location) will reduce the need to travel by car and encourage active travel or travel by public transport.</p> <p>✓ <b>P22</b> seeks to maintain and enhance the existing facilities that support and increase the use and enjoyment of the river, including transport facilities for passengers, freight and tourists. The river is currently an underutilised transport artery and its use for this purpose could reduce reliance on other less sustainable forms of travel on London's congested roads such as cars</p>
<p><b>IIA 17</b></p> <p><b>To provide the necessary infrastructure to support existing and future development</b></p>	<p>✓ ✓</p>	<p>✓ <b>SP2</b> promotion of green infrastructure and opportunities for healthy activities and improving streets, squares and public spaces will encourage walking and cycling for the current and future generations, as the results other policy agendas relating to sustainable travel and development come to fruition.</p> <p>✓ ✓ <b>P11</b> supports development which ensures a high quality public realm that is safe, understandable and attractive and that eases the movement of pedestrians, cyclists and vehicular traffic.</p> <p>✓ ✓ <b>P11</b> recognises that the provision of urban greening and green infrastructure can deliver multiple amenity and environmental benefits within buildings and the public realm.</p>

✓ **P12** supports development which utilises active design principles that are fitting to the location, context, scale and type of development and ensures existing patterns of pedestrian and cycling movement are taken into account and improved.

✓✓ **P14** The requirement for communal and public community facilities will help to contribute towards the borough's overall social and community infrastructure offer and provision. The requirement for new public space and footway widening will ensure the spaces around tall buildings will be able to accommodate the increase in the number of people moving through as a result of the building be occupied.

✓ **P15's** requirements consciously seek to ensure that development potential of or other legitimate activity carried out on neighbouring sites is not impeded upon. This could include land uses which contain social, environmental and physical infrastructure. Temporary 'meanwhile' uses may include elements of social or environmental infrastructure.

✓ **P16** Allowing development on listed buildings may provide the opportunity to deliver social or other types of infrastructure (providing the historic building fabric is maintained) which would otherwise be required to find an alternative location.

✓✓ **P22** requires that development adjacent to the River Thames maintain, remediate and improve flood defence walls and where next to culverts should demonstrate that the development will not undermine the structural integrity or detrimentally impact upon its intended operation.

Integrated impact assessment for:

**Strategic Policy 3 Best start in life**

Including

P23: Education places

P24: Student homes

IIA Objective	Overall Score	Comment
<p><b>IIA 1</b></p> <p><b>To tackle poverty and encourage wealth creation</b></p>	<p>✓ ✓</p>	<p>✓ ✓ <b>SP3</b> will help to contribute to reducing poverty and inequalities particularly for young people, by improving access to care, education and services for young people and parents.</p> <p>✓ ✓ <b>SP3</b> seeks to reduce poverty by providing school places and high quality play facilities in every neighbourhood.</p> <p>✓ ✓ <b>P23</b> seeks to permit enough school places to meet demand and ensure new schools are designed and built to a high standard. This will help ensure that all children, young people and those returning to further and higher education will be able to make the most of their education, contributing to better attainment and reducing the chances of poverty for individuals.</p> <p>✓ ✓ <b>P24</b> seeks to secure a significant amount of both conventional affordable housing and student affordable housing which will provide the opportunity to reduce poverty and encourage wealth by enabling those with less financial means to secure affordable housing and/or part take in further and higher education.</p> <p>✓ <b>P24</b> Students comprise an important part of the local community and provision of specialist housing means that their particular needs will be met in neighbourhoods that are 'successful for all.'</p>

<b>IIA 2</b>  <b>To improve the education and skill of the population</b>		 <b>SP3's</b> key aim is to improve the education and skill of the population through an increase in new and improved educational, play and health facilities and services, including school places, apprenticeships, quality playgrounds, library access and specialist services for particular groups.   <b>P23's</b> key aim is to contribute to improving the skill and education of the population by ensuring there are enough school places in the borough and schools and other educational facilities will be well designed to maximise the benefits of learning in a good environment.
<b>IIA 3</b>  <b>To improve the health of the population</b>		 <b>SP3</b> makes a commitment to providing free fruit for primary school pupils, quality playgrounds in every neighbourhood and increased educational support and access to services. These things will all help to improve the health of the population, particularly young people.   <b>P23</b> seeks to incorporate design criteria for schools and educational facilities that will contribute to the health of the population, including good internal and external air quality, adequate levels of daylight and sunlight and high quality external areas.   <b>P24</b> Providing specialist student housing will mean that students will be able to live together, i.e. those in the same situation and potentially at the same stage of life. This will reduce social isolation and have the potential to significantly reduce the chance of resultant mental health issues.
<b>IIA 4</b>  <b>To reduce the incidence of</b>		 <b>SP3's</b> focus on education and support services, particularly for young people, people with special educational needs, vulnerable people and young

<p><b>crime and the fear of crime</b></p>		<p>families will reduce the perceived need for any members of the above groups to turn to criminal activity to get by, which can sometimes occur as a result of the challenges faced by individuals within the above or any other groups due to social isolation and mental health issues.</p> <p>✓ <b>SP3</b> seeks to deliver new playgrounds, which will mean more activity in the public realm, reducing the fear and perception of crime and opportunity for crime.</p>
<p><b>IIA 5</b></p> <p><b>To promote social inclusion, equality, diversity and community cohesion</b></p>	<p>✓ ✓</p>	<p>✓ ✓ <b>SP3's</b> primary focus is to promote social inclusion, equality, diversity and community cohesion by implementing measures that will help to give every child and young person the opportunity to reach their potential. Whether by increasing voluntary and community services and support for the young, vulnerable and those with special educational needs or by providing the community facilities and spaces in which educational and support services can be delivered, young people, children and vulnerable groups will especially benefit from SP3.</p> <p>✓ ✓ <b>P23</b> Schools and educational facilities can serve as community hubs which allow for disparate peoples to come together for shared experiences with a common goal: education and learning. Delivering school places and well designed schools and educational facilities will help to promote social inclusion, equality, diversity and community cohesion. P23 requires that school and other education facilities be available for local residents to use. This will also promote community cohesion and social inclusion, as while likely benefitting young people more overall, requirements of P23 will mean that the policy benefits other groups also.</p> <p>✓ ✓ <b>P24</b> will primarily benefit young people who typically take residency in purpose built student housing schemes. However, provision of student housing will mean less students putting demand on conventional housing, meaning, all other things being equal, access to and affordability of conventional housing is more likely to remain stable as a result of this. This will help community cohesion as less housing problems are experienced by the community.</p>

		<p>✓ <b>P24</b> The provision of student housing will mean students will be able to live together, i.e. individuals in similar situations, likely in the same stage, but from different walks, of life who will be able to relate to and learn from each other. This will help to significantly reduce the likelihood of social isolation among the student body.</p>
<b>IIA 6</b> <b>To reduce contributions to climate change</b>	N/A	
<b>IIA 7</b> <b>To improve the air quality</b>	N/A	
<b>IIA 8</b> <b>To avoid waste and maximise, reuse or recycle waste arising as a resource</b>	N/A	
<b>IIA 9</b> <b>To encourage sustainable use of water resources</b>	N/A	
<b>IIA 10</b> <b>To maintain and enhance the quality of land and soils</b>	N/A	
<b>IIA 11</b> <b>To protect and enhance quality of landscape and townscape</b>	N/A	

<b>IIA 12</b> <b>To conserve and enhance the historic environment and cultural assets</b>		 <b>SP3</b> seeks to provide quality playgrounds in every local area, which contributes to maintaining or increasing access to leisure and sporting facilities which falls under the objective of conserving and enhancing cultural assets, depending on the nature of the playground.
<b>IIA 13</b> <b>To protect and enhance open spaces, green corridors and biodiversity</b>		 <b>SP3</b> seeks to provide quality playgrounds in every local area, which contributes to protecting and enhancing open and green space, depending on the nature of the play ground.
<b>IIA 14</b> <b>To reduce vulnerability to flooding</b>	N/A	
<b>IIA 15</b> <b>To provide everyone with the opportunity to live in a decent home</b>		 <b>P24</b> seeks to ensure provision of two large segments of housing need is fulfilled: student housing (including affordable student housing) and conventional affordable housing. Provision of these two (three) types of housing will have a knock on effect for access to and affordability of other types of housing, the demand for which may be pushed up by those that would be served by purpose built student housing (including affordable student housing) and conventional affordable housing By this knock on effect, it can be agreed the policy seeks to improve the supply of housing for all.   <b>P24</b> will contribute towards increasing the range of housing mix, tenure, affordability to meet the current and future identified need in the borough.
<b>IIA 16</b> <b>To promote sustainable transport and minimise the</b>		 <b>P24</b> does not specify locations where student housing should be delivered, which implies that it may be possible for it to be delivered in areas of poor public

<p><b>need to travel by car</b></p>		<p>transport accessibility levels and/or areas that are not within walking and/or cycling distance of educational institutions. However, due to the majority of students do not have cars in London so the impact of P23 is not considered to increase the demand for travel by private car.</p>
<p><b>IIA 17</b></p> <p><b>To provide the necessary infrastructure to support existing and future development</b></p>	<p>✓ ✓</p>	<p>✓ ✓ <b>SP3</b> seeks to provide the right social infrastructure to ensure children and young adults, vulnerable people and those with specialist educational needs are not held back by a lack of educational resources and support. This may include the introduction of shared community uses and co-location of services.</p> <p>✓ ✓ <b>P23</b> seeks to ensure that where development will increase demand for school places that these are delivered.</p>

Integrated impact assessment for:

**Strategic Policy 4 Strong local economy**

Including

- P25: Strategic protected industrial land
- P26: Office and business development
- P27: Railway arches
- P28: Small and independent businesses
- P29: Small shops
- P30: Town and local centres
- P31: Development outside town centres
- P32: Protected shopping frontages
- P33: Shops outside protected shopping frontages, town and local centres
- P34: Shop fronts
- P35: Betting shops, pawnbrokers and pay day loan shops
- P36: Hotels and other visitor accommodation
- P37: Pubs
- P38: Business relocation
- P39: Access to employment and training
- P40: Outdoor advertisements and signage
- P41: Broadband and telecommunications

IIA Objective	Overall Score	Comment
<p><b>IIA 1</b></p> <p><b>To tackle poverty and encourage wealth creation</b></p>	<p>✓ ✓</p>	<p>✓ ✓ <b>SP4's</b> primary aim is to tackle poverty and encourage wealth creation through delivering a strong local economy through increased training and apprenticeship opportunities, thriving high streets and areas of other employment activity at the global, regional and local level.</p> <p>✓ ✓ <b>P25</b> will encourage the retention and growth of local employment in the locations and type of buildings for which London has an identified need and is</p>

currently being released at a faster rate than anticipated.

✓ ✓ **P25** will help to retain the diversity of the local economy.

✓ ✓ **P26** will increase the job opportunities for all by requiring employment floorspace in the Central Activities Zone, town centres, opportunity areas or site allocations to be reprovided or increased. This will help to increase employment and reduce unemployment.

✓ ✓ **P26** will help diversify the economy by requiring the successful integration of different types of employment space with residential and other uses, including freight, logistics, light industry, co-working, maker-spaces and offices.

✓ ✓ **P27** has the potential to improve the range of job opportunities and diversify the local economy as the Low Line walking route provides new customers and footfall to prompt new, public facing business to open in the arches. Meanwhile the suitability of the arches for industrial uses means that these can still be accommodated. This mix will help tackle poverty and encourage wealth creation.

✓ ✓ **P28** seeks to ensure there is a range of job opportunities, that the local economy is diverse and that the borough has a supply of the type of land and buildings required by a range of business which will help to provide employment and reduce unemployment.

✓ ✓ **P28** The policy seeks to ensure that small businesses should be retained and reprovided for. This could impact local ethnic businesses which serve local 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> generation migrant communities who statistically are significantly more likely to operate from such businesses.

✓ ✓ **P29** The policy seeks to ensure that small shop units should be retained and reprovided for. This could impact local ethnic businesses which serve local 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> generation migrant communities who statistically are significantly more

likely to operate from such businesses.

- ✓ **P30** Concentrating town centre uses in town centres provides the opportunities for the benefits of agglomeration to become manifest, as more business choose to locate to be near and compete with other business, whether retail or otherwise. This means a town-centre first policy for town centre uses will promote employment activity, increasing employment, reducing unemployment and helping to reduce poverty and encourage wealth creation.
- ✓ **P31** Development of town centre uses outside town centres will help to provide employment and so reduce poverty and encourage wealth creation, however the impact of this should not be to the detriment of the established town centres identified in P30.
- ✓ **P32** seeks to retain A uses in protected shopping frontages which will contribute to retaining employment in the local area which will ensure unemployment is reduced and wealth creation is encouraged.
- ✓ **P33** seeks to retain A uses outside protected shopping frontages and town and local centres which will contribute to retaining employment in the local area which will ensure unemployment is reduced and wealth creation is encouraged.
- ✓ **P34** seeks to encourage appropriate treatment of historic shops fronts and for shops to have appropriate designs relative to their context. Ensuring shop fronts fit within their context will help to make attractive places which can promote investment, in turn generating jobs, reducing poverty and encouraging wealth creation.
- ✓ ✓ **P35** Betting shops, pawnbrokers and payday loan shops can significantly and disproportionately harm people in poverty, lower incomes and stifle wealth creation. Limiting the amount of these premises will help to combat and reverse these impacts to relieve poverty and encourage wealth creation.

		<p>✓✓ <b>P36</b> Hotels and other visitor accommodation provide employment uses themselves while also encouraging indirect employment due to the spend of visitors in the neighbourhood and the borough. This will help to reduce unemployment and encourage wealth creation. P36 requires that hotels incorporate a range of day time uses as well as the accommodation which supports employment opportunities.</p> <p>✓ <b>P37</b> Protecting pubs and their unique features will provide the types of business premises and floorspace that publicans and landlords require . Pubs can also be attractions for tourist and visitors. This will help diversify the economy ensuring these types of jobs are available, help provide employment and encourage wealth creation.</p> <p>✓✓ <b>P39</b> seeks to provide jobs and training for local people. The policy also requires local business be allowed to tender services and goods during the construction and in the completed development. This will help to keep spend in the local economy will help to reduce unemployment, tackle poverty and encourage wealth creation.</p> <p>✓✓ <b>P41</b> requires superfast broadband to be implemented and supplied in new development and surrounding existing premises. This will provide the opportunity for businesses to compete with other areas of London and the UK which have access to superfast broadband, which compared against it currently falls behind. This will help increase the attractiveness of Southwark as a place to do business, in turn increasing opportunities for employment and reduce unemployment which will help tackle poverty and encourage wealth creation.</p>
<p><b>IIA 2</b></p> <p><b>To improve the education and skill of the population</b></p>	<p>✓✓</p>	<p>✓✓ <b>SP4</b> seeks to increase the opportunities to get people into training and achieve their aspirations, assist local residents to remain financially independent and ensure they are equipped with the skills and knowledge needed to access the opportunities that living in Southwark brings.</p> <p>✓✓ <b>P25</b> Retention of industrial land in the SPIL will help provide the</p>

		<p>opportunity for training, apprenticeships and entry-level employment to local people be offered in sectors that may otherwise be displaced by other types of occupiers and land uses. The primary factor of businesses being located in the designated SPILs is for access to central London, therefore protecting these types of land uses in SPILs will prevent a skills shortage in this area of London with the highly competitively advantageous proximity to central London.</p> <p>✓ <b>P28</b> has the potential to improve the education and skill of the population by requiring specialist workspace providers to take on and manage employment floorspace where appropriate, which can often include incubator spaces and support services and where start ups and entrepreneurs collaborate, share ideas and learn from each other.</p> <p>✓✓ <b>P39</b> will ensure large developments will provide training and skills for the local people involved in the construction and the employment uses in completed developments.</p>
<p><b>IIA 3</b></p> <p><b>To improve the health of the population</b></p>	<p>✓✓</p>	<p>✓✓ <b>SP4</b> Increasing opportunities for employment and other services will help to reduce the chance of mental health issues developing and/or continuing which can often be compounded by long-term unemployment.</p> <p><b>X</b> <b>P25</b> will not necessarily promote sustainable forms of transport in the short term while electric vehicles are not common. The types of vehicles typically associated with the activities undertaken in areas of protected industrial land (such as SPIL) are normally heavily polluting, either through exhaust emissions or re-suspended particulates from tyre and break functions. The management of the impacts of these types of vehicles is required to be carefully managed through other policy measures and other council teams and partnership working with other stakeholders. As time goes on and technology for private vehicles becomes cleaner and distribution networks are reviewed and consolidated (both considered to be largely outside the remit of planning policy) the impact of the policy should be significantly less to be neutral by the end of the plan period.</p>

? **P25** The activities undertaken and associated vehicle trips made as a result of the designation of industrial land has the potential to impact on local air quality which could impact on health.

✓ ✓ **P26** will seek to deliver an improved quality of housing in mixed-use developments by ensuring the successful integration of residential and non-residential uses is designed into a scheme. Good quality housing is a key factor in health and wellbeing.

✓ ✓ **P27** seeks to enable to implementation of the Low Line walking route which will help connect previously severed communities by the viaducts. This has the potential to have significant benefits for physical and mental health, as neighbourhood become more walkable opening up the opportunities to access services in different town centres. It will also promote walking which is a health, active way to travel.

✓ ✓ **P28** requirement for the retention and re-provision of small business units, including providing for existing occupiers, has the potential to significantly and positively impact on mental health of business owners whose land or business unit could be subject to redevelopment.

✓ ✓ **P29** requirement for the retention and re-provision of small shop units, including providing for existing occupiers, has the potential to significantly and positively impact on mental health of business owners whose land or shop unit could be subject to redevelopment.

✓ ✓ **P30** Town centres host civic and community hubs in walkable, sociable neighbourhoods. The concentration of such uses, as well as A uses (such as retail, cafes, and pubs) will help increase the opportunities for social interaction, significantly reducing opportunities for social isolation which will benefit mental and emotional health. Encouraging concentration in walkable neighbourhood town centres will encourage active travel to access goods and services which will benefit

physical health.

? **P31** Development of town centre uses outside town centres has the potential to disrupt the benefits of agglomeration that P30 seeks to encourage, including goods and services accessible in walkable neighbourhoods and a network of informal and formal social and civic infrastructure that many residents rely on. Disruption of these benefits could have physical, mental and emotional health impacts for residents and workers. This is why development of the nature prescribed in P31 must provide an impact assessment.

✓ **P32** seeks to retain A uses in protected shopping frontages which will contribute to retaining informal social infrastructure greatly valued by a variety of local communities. This will have positive impacts on mental and emotional health and wellbeing.

✓ **P33** seeks to retain A uses outside protected shopping frontages and town and local centres which will contribute to retaining informal social infrastructure greatly valued by a variety of local communities. This will have positive impacts on mental and emotional health and wellbeing.

✓ ✓ **P35** Betting shops, pawnbrokers and payday loan shops can significantly and disproportionately impact, and even financially harm, people in poverty, on lower incomes. This harm can create or exacerbate mental and emotional health issues which can then impact on existing or cause physical health issues. Limiting the amount of these premises will help to combat and reverse these impacts to promote and encourage good mental, emotional and physical health.

✓ ✓ **P37** Pubs make a recognised contribution to the network of social infrastructure for local communities, which provide spaces for interaction and foster social inclusion and community cohesion. This has significant benefits for mental and emotional health and wellbeing.

✓ ✓ **P38's** business relocation/reprovision requirement will have significant

		<p>health and wellbeing benefits for the owners and employees of local business who's land or premises are subject to redevelopment proposals. This policy requirement should go to great lengths to improve the mental and emotional well being and reduce stress and social exclusion for those concerned to ensure that businesses can be accommodated if not in the new development then in a location nearby.</p> <p>✓✓ <b>P39</b> seeks to increase local employment in both the construction phase of and in the completed development itself. This will help to tackle unemployment which can have an effect on mental health issues and emotional wellbeing.</p> <p>✓✓ <b>P41</b> requires that standards be met for telecommunications infrastructure which conforms to health and safety standards.</p>
<p><b>IIA 4</b></p> <p><b>To reduce the incidence of crime and the fear of crime</b></p>	<p>✓</p>	<p>? <b>P25</b> it is well established that crime and the fear and perception of crime is abetted by 'natural' or 'passive surveillance.' Designating areas for a particular group of land uses to the exclusion of others limits the amount of natural surveillance available to the area to deter crime and reduce the perception or fear of crime.</p> <p>X <b>P25</b> Due to the nature of the activities and businesses that take place in protected industrial areas the public realm for the pedestrian is often not welcoming or even designed to accommodate them. This can add to the fear of crime and the potential for criminal activity to take place.</p> <p>✓ <b>P26</b> will aid strong, cohesive communities by ensuring the relationship between the residential and non-residential uses within schemes is well designed, minimising the chance for conflict and promoting community cohesion. This will reduce the fear and perception of crime and stronger community bonds between residents and occupiers will reduce opportunities for crime.</p>

✓✓ **P27** Enabling the Low Line walking route and promoting a mix of uses, including uses which operate in the evening and have active frontages will help to reduce the perception of crime and the opportunity for crime as more people drawn to the uses in the arches provide passive surveillance.

✓✓ **P28** requirement for full fit out of small business units mean they are much more likely to be let to and occupied by small businesses than if they were not fitted out. This means that the time in which the unit is vacant is likely to be significantly less. Vacant units can contribute to the fear and perception of crime and provide the opportunity for criminal activity due to the lack of 'natural' or 'passive' surveillance.

✓✓ **P30** Concentrating town centre uses in established town centres will increase activity and natural surveillance and reduce the fear and perception of crime and the opportunity for criminal activity.

✓ **P31** Development of town centre uses outside town centres has the potential to reduce the fear of crime and opportunity for criminal activity by increasing natural surveillance and general activity in an area.

✓ **P32** seeks to retain A uses in protected shopping frontages which will retain activity and natural surveillance in these locations and reduce the fear and perception of crime and the opportunity for criminal activity.

✓ **P33** seeks to retain A uses outside protected shopping frontages and town and local centres which will retain activity and natural surveillance in these locations and reduce the fear and perception of crime and the opportunity for criminal activity.

✓ **P34** seeks to encourage internal rather than external security grilles. This allows for shop displays to be prominent during times when the shop is not open and when there may be less people around. External security grilles, by contrast, are often blank facades that do not contribute a welcoming atmosphere to the

		<p>townscape. Use of internal security grilles will make for a more inviting and attractive townscape and reduce the fear of crime and perception of opportunity for crime.</p> <p>✓✓ <b>P36</b> Hotels are often hubs for activity round the clock, which means there are often people, both employed by and staying at the hotel, who are providing natural surveillance and reducing the fear of crime and the opportunity to carry out criminal activity unnoticed.</p> <p>? <b>P37</b> Pubs help to contribute to evening activity in a place which can reduce the fear of crime and opportunities for criminal activity to go unnoticed. However it is acknowledged that there is generally a higher crime rate in areas with significant concentrations of evening and night time activity, including drinking establishments such as pubs. Therefore such establishments and the surrounding neighbourhoods will have to continue to be carefully managed to minimise the fear of and opportunity for crime.</p>
<p><b>IIA 5</b></p> <p><b>To promote social inclusion, equality, diversity and community cohesion</b></p>	<p>✓✓</p>	<p>✓✓ <b>SP4</b> Improving the local economy to be strong and resilient and provide the opportunity for employment will improve the opportunity for social inclusion and community cohesion.</p> <p>✓✓ <b>P25</b> While it is acknowledged that P25 may not create the most welcoming environment for pedestrians (see analysis against IIA Objective 4) it is considered to be outweighed by the significant benefit in terms of the diverse employment offer that the Southwark is able to accommodate, and which local people can take advantage of, and similarly the diverse service offer provided by employment sectors and businesses within protected industrial areas that will draw business to the borough. This will greatly aid social inclusion and community cohesion and diversity.</p> <p>? <b>P25</b> Due to the nature of the built environment of protected industrial areas, it is not clear to the extent that the designation will help or hinder the connection of</p>

existing communities, the movement between them and the removal of physical barriers. Other policies in the plan will have to be carefully and thoughtfully applied to ensure this impact is offset and/or addressed due to it having a bearing on the level of social inclusion and community cohesion achievable.

✓ **P26** will aid strong, cohesive communities by ensuring the relationship between the residential and non-residential uses within schemes is well designed, minimising the chance for conflict and promoting community cohesion.

✓ ✓ **P27** seeks to enable to implementation of the Low Line walking route which will help connect previously severed communities by the viaducts. This has the potential to have significant benefits for social inclusion, equalities, diversity and community cohesion.

✓ ✓ **P28** requirement for full fit out of small business units mean they are much more likely to be let to and occupied by small businesses than if they were not fitted out. This means that the time in which the unit is vacant is likely to be significantly less. Vacant units can contribute to the fear and perception of crime and provide the opportunity for criminal activity due to the lack of 'natural' or 'passive' surveillance. This in turn could contribute to lessening social isolation and improved community cohesion.

✓ ✓ **P28** The policy seeks to ensure that small businesses should be retained and reprovided for. This could impact local ethnic businesses which serve local 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> generation migrant communities who statistically are significantly more likely to operate from such businesses in Southwark.

✓ ✓ **P29** The policy seeks to ensure that small businesses should be retained and reprovided for. This could impact local ethnic businesses which serve local 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> generation migrant communities who statistically are significantly more likely to operate from such shops in Southwark.

✓ ✓ **P30** Town centres host civic and community hubs in walkable, sociable

neighbourhoods. The concentration of such uses, as well as A uses (such as retail, cafes, and pubs) will help increase the opportunities for social inclusion and community cohesion.

? **P31** Development of town centre uses outside town centres has the potential to disrupt the benefits of agglomeration that P30 seeks to encourage, including goods and services accessible in walkable neighbourhoods and a network of informal and formal social and civic infrastructure that many residents rely on. Disruption of these benefits could have impacts on social inclusion and community cohesion for residents and workers. This is why development of the nature prescribed in P31 must be subject to an impact assessment.

✓ **P32** seeks to retain A uses in protected shopping frontages which will help maintain the opportunities for social inclusion and community cohesion.

✓ **P33** seeks to retain A uses outside protected shopping frontages and town and local centres which will help maintain the opportunities for social inclusion and community cohesion in these locations.

✓ **P34** seeks to encourage appropriate treatment of shops fronts and for shops to have appropriate designs relative to their context. Ensuring shop fronts fit within their context will help to make attractive places which can promote community cohesion and social inclusion.

✓✓ **P35** Betting shops, pawnbrokers and payday loan shops can significantly and disproportionately impact, and even financially harm, people in poverty and on lower incomes. This harm can create or exacerbate mental and emotional health issues which can then impact on existing or cause new physical health issues and affect community cohesion and social inclusion. Limiting the amount of these premises will help to combat and reverse these impacts to promote and encourage social inclusion and community cohesion.

✓ **P36** seeks to encourage hotels which include day time uses which can be used by the local community. Where the development of hotels has previously caused tension in the community, provision of such facilities should help promote social inclusion and community cohesion.

✓✓ **P37** Pubs make a recognised contribution to the network of social infrastructure for local communities, which provide spaces for interaction and foster social inclusion and community cohesion. P37 also allows for the status of an “asset of community value” to be treated as a material consideration on any planning applications on pubs with that designation. This empowers local communities to have their views taken seriously in the determination of planning applications on pubs which will promote social inclusion and community cohesion.

✓✓ **P38**’s business relocation/reprovision requirement hinges on promoting community cohesion, social inclusion, equality and diversity for business owners and employees on sites which may be subject to redevelopment. The policy focusses on small or independent business which, in Southwark, are often owned and employ people from BME backgrounds. Therefore this policy could positively impact those groups disproportionately.

✓✓ **P39** seeks to increase local employment in both the construction phase of and in the completed development itself. This will help to tackle unemployment which can have an effect on social isolation and community cohesion.

✓ **P40** requires that outdoor advertisements and signage encourage healthy behaviours which will in turn promote community cohesion.

✓ **P41** requires that major development connect existing nearby premises up to superfast broadband networks where the area has a broadband deficiency. This will help to ensure everyone is able to take advantage of the benefits offered by online services, improving social inclusion, equality and community cohesion.

## IIA 6

### To reduce contributions to climate change



- ?** **P25** Due to the varied nature of activities and types of businesses that operate within protected industrial it is not clear what the extent to which the policy will impact, positively or negatively on contributions to climate change.
- ✓** **P26** encourages well designed mixed-use development with the different uses well integrated. Mixed use developments help contribute to walkable neighbourhoods, which in turn contribute to reducing the reliance on the private car. Reducing reliance on the private car will reduce contributions to climate change.
- ✓** **P27** The opportunity to provide non-industrial uses in the railway arches, as well as enabling the low line walking route, may help reduce contributions to climate change as people decide to walk rather than travel by public transport or private cars between neighbourhoods.
- ✓✓** **P30** Focussing town centre uses within established town centres will promote accessible goods and services in walkable neighbourhood and reduce the need to travel by car or public transport. This will have positive impacts on carbon emissions and reduce our contribution to climate change.
- ?** **P31** Development of town centre uses outside town centres has the potential to disrupt the benefits of agglomeration that P30 seeks to encourage, including goods and services accessible in walkable neighbourhoods, and may instead promote travel by car, due to the lower public transport accessibility levels (PTAL) found outside town centre locations. This is why development of the nature prescribed in P31 must be subject to an impact assessment.
- ✓** **P32** seeks to retain A uses in protected shopping frontages which will promote provision of accessible goods and services in walkable neighbourhood and reduce the need to travel by car or public transport. This will have positive impacts on carbon emissions and reduce our contribution to climate change.

		<p>✓ <b>P33</b> seeks to retain A uses outside protected shopping frontages and town and local centres which will promote provision of accessible goods and services in walkable neighbourhood and reduce the need to travel by car or public transport. This will have positive impacts on carbon emissions and reduce our contribution to climate change.</p> <p>? <b>P37's</b> limits imposed on development which seeks to change the use of a pub, such as retaining special pub features and the contribution the building makes to the townscape, may inhibit the maximum potential for carbon emissions to be reduced were these limitations not imposed on this type of development.</p>
<p><b>IIA 7</b></p> <p><b>To improve the air quality</b></p>	<p>✓</p>	<p>X <b>P25</b> Due to the types of activities and businesses that operate within protected industrial areas, including those which create and release dust and emissions particles, it is possible that air quality on these sites will not be as good as other parts of the borough off main roads. The types of vehicles used in and to get to and from these protected industrial areas are also often polluting from exhaust emissions and tyre and break particulates being re-suspended, impacting on air quality. This impact will have to be carefully managed by working with partners, other council teams and services and business operators in the industrial areas where required. This impact should improve as we progress through the plan period as engine technology and distribution networks are reviewed and improved.</p> <p>✓ <b>P26</b> encourages well designed mixed-use development with the different uses well integrated. Mixed use developments help contribute to walkable neighbourhoods, which in turn contribute to reducing the reliance on the private car. Reducing reliance on the private car will reduce contributions to pollutants which cause poor air quality.</p> <p>✓ <b>P27</b> The opportunity to provide non-industrial uses in the railway arches, as well as enabling the low line walking route, may help improve local air quality.</p>

		<p>✓✓ <b>P30</b> Focussing town centre uses within established town centres will promote accessible goods and services in walkable neighbourhood and reduce the need to travel by car or public transport. This will have positive impacts on air quality.</p> <p>? <b>P31</b> Development of town centre uses outside town centres has the potential to disrupt the benefits of agglomeration that P30 seeks to encourage, including goods and services accessible in walkable neighbourhoods, and may instead promote travel by car, due to the lower public transport accessibility levels (PTAL) found outside town centre locations. This could have impacts on air quality. This is why development of the nature prescribed in P31 must be subject to an impact assessment.</p> <p>✓ <b>P32</b> seeks to retain A uses in protected shopping frontages which will promote provision of accessible goods and services in walkable neighbourhood and reduce the need to travel by car or public transport. This will have positive impacts on air quality</p> <p>✓ <b>P33</b> seeks to retain A uses outside protected shopping frontages and town and local centres which will promote provision of accessible goods and services in walkable neighbourhood and reduce the need to travel by car or public transport. This will have positive impacts on air quality.</p>
<p><b>IIA 8</b></p> <p><b>To avoid waste and maximise, reuse or recycle waste arising as a resource</b></p>	<p>✓✓</p>	<p>✓✓ <b>P27</b> Railways arches have so far been primarily seen as 1) a barrier between communities and 2) as a suitable location for small industrial premises. While this may still be an appropriate assessment, P27 seeks to open up the opportunity to re-assess these underutilised resources by re-using and re-cycling this part of the historic built environment for the wider communities benefit, including other types of uses and enabling the Low Line walking route.</p>

<b>IIA 9</b> <b>To encourage sustainable use of water resources</b>		
<b>IIA 10</b>  <b>To maintain and enhance the quality of land and soils</b>	<p style="text-align: center;">✓</p>	<p>✓✓ <b>P25</b> designates industrial areas where industrial areas have previously been designed. Therefore if there is anywhere where soils are likely to be contaminated, it is where the designated industrial land is and the designated industrial land in the New Southwark Plan will not cause any new contamination of soils.</p> <p>✓ <b>P26</b> seeks to maintain the quality of soils by ensuring the priority for employment uses is located on land which has already been developed and host to employment uses.</p> <p>✓ <b>P27</b> Railway arches have typically been occupied by industrial uses which may have contaminated soils. The opportunity for these arches to be developed for publically accessible uses, as well as enabling the delivery of the Low Line walking route, presents the opportunity for remediation and de-contamination to be undertaken where required.</p> <p>✓ <b>P30</b> seeks to maintain the quality of soils by ensuring the priority for town centre uses is located on land which has already been developed and host to town centre uses in established and emerging town centres.</p>
<b>IIA 11</b> <b>To protect and enhance quality of landscape and townscape</b>	<p style="text-align: center;">✓✓</p>	<p>? <b>P25</b> The primary purpose of industrial areas is functionality for producing or providing the goods and services the business is built on. This often comes at the expense of visual amenity and townscape considerations. Other policies in the plan will have to be thoughtfully implemented to offset this impact.</p>

- ✓✓ **P27** seeks to improve the landscape/townscape by providing the opportunity for uses with active frontages to be incorporate into railway arches, as well as enabling the delivery of the Low Line walking route.
  
- ✓✓ **P28** requiring fit out for small units will increase the likelihood of the unit being occupied sooner, meaning the visual amenity impact of a vacant unit will be reduced.
  
- ✓✓ **P30** Southwark's town centres have a rich history provided by the historic buildings which add to their character and visual amenity. P30 requires that development does not harm the amenity or character of the area.
  
- ✓ **P34** seeks to encourage appropriate treatment of shop fronts and for shops to have appropriate designs relative to their context. Ensuring shop fronts fit within their context will help to protect and enhance the quality of townscape.
  
- ✓ **P36** requires that new hotels and visitor accommodation will be permitted provided that it dos not harm the character (including the townscape and landscape) of the local area.
  
- ✓✓ **P37** seeks to ensure that any development to pubs retains the design, character and heritage value of the pub where it makes a positive contribution to the streetscape and local character.
  
- ✓✓ **P40** requires that signage and advertisements not adversely affect the significance of the streetscape or their settings
  
- ✓✓ **P41** requires that telecommunications equipment avoids harmful impacts on public amenity and unacceptable street clutter in the public realm.

**To conserve and enhance the historic environment and cultural assets**



? **P25** The primary purpose of industrial areas is functionality for producing or providing the goods and services the business is built on. This often comes at the expense of visual amenity and townscape considerations. Other policies in the plan will have to be thoughtfully implemented to offset this impact.

✓✓ **P27** Railway viaducts and arches in Southwark are among the oldest in the world and contribute significantly to the character and boundaries of the borough's neighbourhoods. They are currently heavily underutilised both as routes through and with activities within/along, and have the potential to become cultural and heritage attractions within themselves, as well as hosting a range of affordable employment uses for both public facing and private businesses.

✓✓ **P30** Southwark's town centres have a rich history and feature many buildings and spaces of cultural and historic significance. Focussing town centre uses in town centres will provide the opportunity for these assets to be appreciated and used by more people than if town centre uses were not concentrated in town centres.

✓ **P34** seeks to encourage appropriate treatment of historic shops fronts and for shops to have appropriate designs relative to their context. Ensuring shop fronts fit within their context will help to conserve and enhance heritage assets such as shop fronts and their wider context including conversation areas or siting within the vicinity of a significant heritage asset, such as a listed building or world heritage site.

✓ **P36** requires that new hotels and visitor accommodation will be permitted provided that it does not harm the character (including historic and cultural assets) of the local area.

✓✓ **P37** seeks to ensure that any development to pubs retains the design, character and heritage value of the pub where it makes a positive contribution to the streetscape and local character.

		<p>✓✓ <b>P40</b> requires that signage and advertisements not adversely affect the significance of heritage assets or their settings</p> <p>✓✓ <b>P41</b> requires that that telecommunications equipment not adversely affect the significance of heritage assets or their settings</p>
<p><b>IIA 13</b></p> <p><b>To protect and enhance open spaces, green corridors and biodiversity</b></p>	<p>✓</p>	<p><b>X</b> <b>P25</b> it is likely that the nature of the built environment (hard standing yards, large sheds and warehouses) and the environmental effects from the activities undertaken by the businesses on site (noise, dust, pollution etc.) will mean the designation limits biodiversity to be established in ways which do not apply to areas which are not designated as industrial land.</p> <p>✓ <b>P25</b> However this policy will ensure that industrial uses are limited to areas in which they have historically been limited, and so the impacts of these areas are not going to be increased. Rather, due to the amount of protected industrial land being less than what it has been historically, the chance for biodiversity to flourish and habitat to be established in former areas of protected industrial land has increased.</p> <p>✓ <b>P26</b> seeks to maintain existing green spaces by ensuring the priority location for employment uses is on land which has already been developed and host to employment uses.</p> <p>✓ <b>P27</b> that development does not impede on the implementation of the Low Line walking route which can be considered a piece of green infrastructure in parts.</p> <p>✓✓ <b>P40</b> requires that signage and advertisements not adversely affect trees in close proximity to the site.</p>

<p><b>IIA 14</b></p> <p><b>To reduce vulnerability to flooding</b></p>	<p>X</p>	<p>X <b>P25</b> The occupiers of sites within protected industrial land are not considered to among those most vulnerable to the impacts of flooding, however the designated industrial land is within an area of flood risk.</p> <p>X <b>P26</b> The majority the Central Activities Zone, the borough’s town centres, opportunity areas and site allocations are in a location at risk of flooding. Locating development in these areas will not necessarily reduce the developments or the surrounding occupiers to the risk of flooding.</p> <p>X <b>P27</b> The occupiers of railway arches in the use classes specified in P27, while the majority of them are within areas of flood risk, are not considered to be those most vulnerable to flooding. The risk however is still present and must be assessed on a site by site basis however.</p> <p>X <b>P30</b> The majority of Southwark’s town centres are located in areas at risk f flooding. However most of the types of users are not considered to be the most vulnerable to the impacts of flooding compared with occupiers of other types of land uses. The risk however is still present and must be assessed on a site by site basis however.</p> <p>X <b>P31</b> The majority of Southwark is subject to some form of flood risk, including locations outside of town centres identified in P30.</p>
<p><b>IIA 15</b></p> <p><b>To provide everyone with the opportunity to live in a decent home</b></p>		<p>✓✓ <b>P26</b> will seek to deliver an improved quality of housing in mixed-use developments by ensuring the successful integration of residential and non-residential uses is designed into a scheme.</p> <p>✓✓ <b>P27</b> Residential land uses are not permitted in railway arches. This is because they do not provide a good quality of accommodation and therefore would</p>

		<p>be contrary to the objective of providing ‘everyone with the opportunity to live in a decent home.’</p>
<p><b>IIA 16</b></p> <p><b>To promote sustainable transport and minimise the need to travel by car</b></p>	<p>✓ ✓</p>	<p>✓ ✓ <b>SP5</b> Focussing employment activities on our high streets and town centres, which are generally locations which have high public transport accessibility levels (PTAL) will promote sustainable transport and reduce the need to travel by car.</p> <p>✓ <b>P26</b> encourages well designed mixed-use development with the different uses well integrated. Mixed use developments help contribute to walkable neighbourhoods, which in turn contribute to reducing the reliance on the private car.</p> <p>✓ <b>P27</b> seeks to promote Low Line walking routes which will encourage walking and cycling, connect neighbourhoods to each other by walking routes and reduce the need to take trips in cars.</p> <p>✓ ✓ <b>P30</b> Town centres promote the agglomeration of particular uses in the space location, minimising the need to travel by car and promoting access to goods and services in walkable neighbourhoods.</p> <p>? <b>P31</b> Development of town centre uses outside town centres has the potential to disrupt the benefits of agglomeration that P30 seeks to encourage, including goods and services accessible in walkable neighbourhoods, and may instead promote travel by car, due to the lower public transport accessibility levels (PTAL) found outside town centre locations. This is why development of the nature prescribed in P31 must be subject to an impact assessment.</p> <p>✓ <b>P32</b> seeks to retain A uses in protected shopping frontages which will promote provision of accessible goods and services in walkable neighbourhood and reduce the need to travel by car or public transport.</p> <p>✓ <b>P33</b> seeks to retain A uses outside protected shopping frontages and town</p>

		<p>and local centres which will promote provision of accessible goods and services in walkable neighbourhood and reduce the need to travel by car or public transport.</p>
<p><b>IIA 17</b></p> <p><b>To provide the necessary infrastructure to support existing and future development</b></p>	<p>✓</p>	<p>✓ <b>P27</b> allows for the delivery of D use classes which may include various types of social infrastructure and requires that development does not impede on the implementation of the Low Line walking route which can be considered a piece of green infrastructure in parts.</p> <p>✓ <b>P28 &amp; P29</b> Informally, small shops and businesses, which in Southwark statistically a much more likely to be operated by someone from a BME background, can form as community hubs for migrant and ethnic communities, which form a crucial part of their social infrastructure network.</p> <p>✓ ✓ <b>P30</b> allows for the provision of cultural and civic uses which can provide a number of social infrastructure functions as well as public toilets and drinking fountains</p> <p>? <b>P31</b> Development of town centre uses outside town centres has the potential to disrupt the benefits of agglomeration that P30 seeks to encourage, including goods and services accessible in walkable neighbourhoods and a network of informal and formal social and civic infrastructure that many residents rely on. This is why development of the nature prescribed in P31 must provide an impact assessment.</p> <p>✓ <b>P32</b> seeks to retain A uses in protected shopping frontages which will contribute to retaining informal social infrastructure greatly valued by a variety of local communities.</p> <p>✓ <b>P33</b> seeks to retain A uses outside protected shopping frontages and town and local centres which will contribute to retaining informal social infrastructure greatly valued by a variety of local communities.</p>

✓ **P36** seeks to encourage hotels which include day time uses which can be used by the local community which could include some form of informal or formal social infrastructure.

✓ ✓ **P37** seeks to retain public houses as the important component of social infrastructure networks that they are, providing spaces for social interaction and inclusion.

✓ ✓ **P41** Installation of superfast broadband networks will contribute to delivering a key piece of important 21<sup>st</sup> century infrastructure for both new and existing residents and business premises, particularly where areas of Southwark are lagging behind in the expanse and speeds of existing networks.

**Integrated impact assessment for:**

**Strategic Policy 5 Healthy active lives**

Including

- P42: Healthy developments
- P43: Leisure, arts and culture
- P44: Community uses
- P45: Hot food takeaways
- P46: Public transport
- P47: Highways impacts
- P48: Walking
- P49: Low Line routes
- P50: Cycling
- P51: Transport infrastructure improvements
- P52: Car parking
- P53: Parking standards for disabled people and the mobility impaired

IIA Objective	Overall Score	Comment
<p><b>IIA 1</b></p> <p><b>To tackle poverty and encourage wealth creation</b></p>	<p>✓ ✓</p>	<p>✓ ✓ <b>SP5</b> One of the measures of poverty and deprivation is physical and mental health as well as the condition of a community's housing and neighbourhood. Some of the neighbourhoods in Southwark have high levels of deprivation and poverty. Providing more community health facilities, enabling voluntary organisations to take root, improving green spaces and improving housing conditions as prescribed in SP5 will help tackle this.</p> <p>✓ ✓ <b>SP5</b> Will promote walking and cycling through the delivery of walking and cycling routes and good urban design that prioritises pedestrians and cyclists. This will improve access to low cost transport opportunities and contribute to tackling poverty.</p>

✓✓ **P42** Health is a key determining factor in poverty. Improving health will make opportunities for employment and wealth creation much more likely. P42 seeks to ensure health of residents and workers is prioritised in the borough by providing developments that support and deliver healthy activities and other health, leisure related community facilities. This will help reduce poverty, including those groups most impacted by ill health, children and the elderly.

✓✓ **P43** will improve the range of job opportunities for local people by enabling employment in the leisure, arts and cultural sectors.

✓✓ **P43** The greater the amount of leisure, arts and cultural facilities in the borough the greater the opportunity for training and employment. This has significant potential in some of our more deprived communities where the creative economy is currently growing.

✓ **P44** Community facilities can provide spaces for training, education and learning which will help reduce unemployment and so tackle poverty and encourage wealth creation.

✓ **P45** One of the markers of poverty is physical health, which is partially determined by a healthy diet. P45 seeks to limit the proliferation, and so health impact of hot food takeaways, which will improve health and so reduce poverty.

✓ **P45** Public transport is a relatively cheap and accessible way to move around. An improvement in public transport has the potential to have significant benefits for deprived communities and help to reduce poverty.

✓ **P46** Adequate public transport capacity will enable local, national and international visitors to access the boroughs tourist and cultural sites and for people to access employment in these sectors by public transport.

		<p>✓✓ <b>P48</b> Health is a key determining factor in poverty and walking promotes physical health. Promoting walking will enable new and better routes to services and facilities between communities, including deprived communities.</p> <p>✓✓ <b>P49</b> Opening up low line walking routes will enable new routes to services and facilities between communities, including deprived communities which will help to reduce poverty.</p> <p>✓ <b>P50</b> A key determinant of poverty is physical health and access to employment. P50's requirement will help to encourage and provide for cycling, and affordable and healthy way to travel, which will improve access to employment. This will help to reduce poverty and encourage wealth creation.</p> <p>✓✓ <b>P51</b> Major transport infrastructure improvements will help provide access to jobs and employment for people and so reduce poverty and encourage wealth creation.</p>
<p><b>IIA 2</b></p> <p><b>To improve the education and skill of the population</b></p>	<p>✓</p>	<p>✓✓ <b>SP5</b> seeks to extend opportunities to maintain and improve health and well being, as well as building resilient communities and enabling vulnerable residents to lead and enjoy independent lives. This will require the educating and upskilling the groups concerned, including those with specialist care or educational needs or disabilities.</p> <p>✓ <b>P43</b> Arts and cultural institutions and organisations are often able to offer and manage training and workshops for local people.</p> <p>✓ <b>P44</b> Community facilities can provide spaces for training, education and learning which will help reduce unemployment and so tackle poverty and encourage wealth creation.</p>



seeks to encourage by limiting hot food takeaways.

✓ **P46** Adequate public transport capacity will enable access to health and social facilities and for people to access employment in these sectors by public transport.

✓ **P46** Better public transport will help people access friends and family, support networks and health facilities, improving mental health and reducing the chance of social exclusion.

✓ **P46** Public transport is still largely polluting, however over time this will likely change, as Southwark currently has one hydrogen bus route. Furthermore, public transport is considerably less polluting than private motor vehicles where the energy and fuel required to transport the same number of people is significantly greater. In this respect, P45 promotes non-polluting forms of transport and its implementation will have a positive effect on health. Furthermore, good public transport services will make it more attractive for people to use, helping establish the modal shift away from private motor cars, which contribute significantly to congestion and poor air pollution and so ill health.

✓ ✓ **P47** requires that development minimises the demand for private car trips. This would have the secondary benefit of making walking and cycling more attractive options for personal transport, which are healthier ways to move around than private cars.

✓ ✓ **P47** seeks to minimise private motor vehicle use, which contribute to congestion and poor air quality. This means that air quality will be improved which will have a positive benefit for local people's health and well being.

✓ ✓ **P48** will help encourage walking which is a healthy way to move around and opening up an improving walking routes will enable new routes to services and facilities between communities, health and social care facilities.

		<p>✓✓ <b>P49</b> Low line walking routes will help encourage walking which is a healthy way to move around. It will also enable new routes to services and facilities between communities, health and social care facilities.</p> <p>✓ <b>P50</b> will help to improve health by encouraging and providing for cycling, a healthy and active way to get around.</p> <p>✓✓ <b>P51</b> Where development supports public transport and walking and cycling infrastructure investment, as per P51, it will help promote healthy active lifestyles. Increasing access to jobs will help reduce social exclusion which will have a positive impact on mental health and emotional well being.</p> <p>✓✓ <b>P51</b> The list of infrastructure projects listed in P51 all relate to walking, cycling and public transport. These forms of transport have the potential to reduce poor air quality through encouraging modal shift away from private car use and to modes of transport that are much less polluting per person.</p> <p>✓ <b>P52</b> seeks to minimise car use, which should indirectly make walking, cycling and public transport more attractive, which are all healthier modes of transport.</p> <p>✓✓ <b>P53</b> Some groups requires accessible car parking spaces. Where they are required, they will help the people who need them to be as mobile as possible and access the required services and facilities. This will help improve mental health.</p>
<p><b>IIA 4</b></p> <p><b>To reduce the incidence of crime and the fear of crime</b></p>	<p>✓</p>	<p>✓✓ <b>SP5</b> seeks build resilient communities which can help to reduce the fear of crime. The policy also seeks to improve green spaces, which will make them more attractive to use and reduce the fear of crime and opportunity for criminal activity to go unnoticed. There is the risk that encouraging vulnerable people to lead independent lives could increase the opportunity for them to be exploited by crime so this will have to be carefully managed with the appropriate safeguards put in</p>

place by the council's partners and stakeholders.

- ✓ **SP5** Will help to reducing crime and the fear of crime through encouraging walking and cycling and leading healthy active lives in general, Southwark's population will feel safer from dangerous traffic, pollution and the dangers of poverty and deprivation. The promotion of walking and cycling through urban design that means way finding will become easier. This will mean more people on the street and more "natural surveillance" and so a reduced fear of crime.
- ✓ **P43** Arts, cultural and leisure uses can contribute to street activity, and so natural surveillance, by being part of the day time, evening and night time economy. This will improve safety and security as more people are active on the street.
- ✓ **P43** Community facilities that are multipurpose and shared spaces will mean people using the buildings more than if they were for a single use or not shared. This will increase the number of people using the space at different times of the day and so provide a sense of activity, security and natural surveillance.
- ✓ **P47** seeks to minimise demand for private car journeys and private motor vehicle trips servicing the development. Minimising these trips will reduce the impact of pollution, congestion and dead spaces created by parked vehicles, improving the public realm and reducing the fear of crime and perception of crime.
- ✓ **P48** Improving existing and creating new walking routes will encourage more people to walk, improving street vitality and providing more natural surveillance.
- ✓ ✓ **P49** Currently, the accessible routes along arches are generally not well used meaning there is a lack of activity and natural surveillance. The low line walking routes will help to address this as a secondary benefit of the policy proposal.
- ✓ **P50** requires cycle parking to be safe, secure, convenient and accessible.

		<p>These high standards for cycle parking and storage will help to reduce the theft of bicycles which are a common problem in London, and so reduce crime and the fear of crime.</p> <p>✓✓ <b>P52</b> Car parking within the visible public realm (i.e. on the street or on ground floor or surface level) can have a detrimental impact on the vitality of the public realm by creating visual and physical barriers that do not contribute to the liveliness of cities. This can impact on the perceived safety of a space and increase the fear of crime and the opportunity for criminal activity to go unnoticed. P52's restrictions on car parking should help to reduce this impact.</p>
<p><b>IIA 5</b></p> <p><b>To promote social inclusion, equality, diversity and community cohesion</b></p>	<p>✓✓</p>	<p>✓✓ <b>SP5</b> seeks build resilient communities and enable vulnerable residents have the opportunity to lead independent lives. This combined with improved access to health facilities and health care and voluntary organisations and community facilities prescribed in SP5 will help to reduce social isolation and improve community cohesion.</p> <p>✓✓ <b>P42</b> seeks to improve the health of the population by providing developments that support and deliver healthy activities and other health, leisure related community facilities. This will have a significant and positive effect on social inclusion and community cohesion.</p> <p>✓✓ <b>P43</b> Arts and cultural institutions and organisations are sometimes voluntary or community-based. P43 will help to support such organisations and will help reduce social isolation, inequality and promote diversity and community cohesion.</p> <p>✓✓ <b>P44</b> Community facilities can provide spaces for social interaction, relaxation and recreation and classes for training, education and learning. All these things can reduce social isolation and promote equality and diversity between and within different groups and aid community cohesion. This will be particularly important for groups such as those from deprived areas, which have a higher</p>

proportion of residents from a BME background, children and older people, where loneliness, due to a lack of services and facilities such as community space, can affect health.

✓ ✓ **P45** seeks to target, among other groups, young people at secondary school who have access to and frequent hot food takeaways during lunch and after the end of the school day. This is because diet is proven to effect concentration and school attainment, and the majority of hot food takeaways supply unhealthy food which should be limited in consumption. Therefore, P45 seeks to impact young people disproportionately, however this impact is considered to be positive and for the benefit of young people and the wider community.

✓ ✓ **P46** Public transport built has to conform to accessibility laws by law. Promoting public transport will increase the accessibility for people with mobility issues, such as the elderly and disabled. This will promote social inclusion and community cohesion.

✓ ✓ **P46** Adequate public transport capacity will enable affordable access to health and social facilities and for people to access employment in these sectors by public transport. It will also allow people to access friends and family and support networks. Access to these things will significantly reduce the risk of social isolation and promote social inclusion and community cohesion. Elderly and disabled groups will benefit from good public transport.

✓ ✓ **P48** specifies that new and improved walking routes will improve access for all, particularly for the elderly and others with mobility issues.

✓ ✓ **P49** The low line walking routes will improve access for all, including the elderly and others with mobility issues. This will help reduce social isolation, promote equality and community cohesion.

✓ **P50** Cycling promotes physical health and is an affordable and therefore inclusive way to get around. This means it will also have positive impacts on mental

		<p>health and wellbeing in turn helping community cohesion and social inclusion. It should be noted that not everyone, such as those with mobility issues or small children, will find it either easy, affordable or possible to undertake cycling. Therefore these groups must be accommodated with other affordable, healthy and inclusive forms of travel promoted through other policies in the plan.</p> <p>✓✓ <b>P51</b> Where development supports public transport and walking and cycling infrastructure investment, as per P51, it will help promote healthy active lifestyles. Increasing access to jobs and physical health will help reduce social exclusion which will have a positive impact on social isolation and the community cohesion.</p> <p>✓✓ <b>P52</b> Car parking within the visible public realm (i.e. on the street or on ground floor or surface level) can have a detrimental impact on the vitality of the public realm by creating visual and physical barriers that do not contribute to the liveliness of cities. This can impact on the perceived safety of a space and increase the fear of crime and the opportunity for criminal activity to go unnoticed. This can impact on mental and emotional well being for users of spaces, particularly vulnerable groups. P52's restrictions on car parking should help to reduce this impact.</p> <p>✓✓ <b>P52</b> Restricting car parking in the public realm will reduce physical barriers and help people, particularly children, the elderly and mobility impaired, move around more freely and encourage social interaction.</p> <p>✓✓ <b>P53</b> will benefit groups who have mobility issues, such as the elderly and disabled people, which will promote social inclusion and community cohesion.</p>
<p><b>IIA 6</b></p> <p><b>To reduce contributions to climate change</b></p>	<p>✓✓</p>	<p>✓✓ <b>SP5</b> seeks to encourage active travel by sustainable forms of transport such as walking and cycling. This will reduce the demand for transport by other carbon-emission intensive means such as the private car and, to a lesser extent, public transport.</p>

✓✓ **SP5** seeks to ensure all council homes are warm, dry and safe. This is often done through new insulated cladding on older housing blocks which increase the energy efficiency of the building and in turn reducing carbon emissions.

✓✓ **P46** Good public transport services will make it more attractive for people to use, helping establish the modal shift away from private motor cars, which contribute CO2 and greenhouse gas emissions considerably more than public transport relative to capacity and so help to reduce contributions to climate change.

✓✓ **P47** seeks to minimise demand for private car journeys and private motor vehicle trips servicing the development. These contribute to CO2 and greenhouse gas emissions. Minimising these types of journeys will reduce contribution to climate change.

✓✓ **P48** will encourage walking which will reduce demand for private vehicle trips and public transport. This will in turn reduce contributions to climate change.

✓✓ **P49** will encourage walking which will reduce demand for private vehicle trips and public transport. This will in turn reduce contributions to climate change.

✓✓ **P50** will encourage walking which will reduce demand for private vehicle trips and public transport. This will in turn reduce contributions to climate change.

✓✓ **P51** The list of infrastructure projects listed in P51 all relate to walking, cycling and public transport. These forms of transport have the potential to reduce carbon emissions and contribution to climate change through encouraging modal shift away from private car use and to modes of transport that are much less carbon intensive per person.

✓✓ **P52** seeks to restrict car parking and where implemented, provide spaces as that are shared between developments and occupiers of nearby buildings, are

		<p>car club bays and have electric vehicle charging points helping to reduce carbon emissions and contributions to climate change.</p> <p>✓ <b>P53</b> requires that any parking spaces for disabled people or those with mobility issues are, following a lack of allocation to particular persons, not permitted to be returned to the general car parking pool, which will help to reduce (or at least not increase) carbon emissions than if the policy did not have this limitation.</p>
<p><b>IIA 7</b></p> <p><b>To improve the air quality</b></p>	<p>✓ ✓</p>	<p>✓ ✓ <b>SP5</b> seeks to encourage active travel by sustainable forms of transport such as walking and cycling. This will reduce the demand for transport by other means which emit pollutants such as NOx and particular matter such as the private car and, to a lesser extent, public transport.</p> <p>✓ ✓ <b>P46</b> Good public transport services will make it more attractive for people to use, helping establish the modal shift away from private motor cars, which contribute to the release of considerably more NOx and particulate matter pollutants per person travelling than public transport relative to capacity. These pollutants are the main contributors to poor air quality and so P46 will help to reduce this impact and improve air quality.</p> <p>✓ ✓ <b>P47</b> seeks to minimise demand for private car journeys and private motor vehicle trips servicing the development, which contribute to poor air quality. Minimising these types of journeys will reduce contribution to poor air quality.</p> <p>✓ ✓ <b>P48</b> will encourage walking which will reduce demand for private vehicle trips and public transport. This will in turn reduce air pollution.</p> <p>✓ ✓ <b>P49</b> will encourage walking which will reduce demand for private vehicle trips and public transport. This will in turn reduce air pollution.</p>

		<p>✓✓ <b>P50</b> will encourage cycling which will reduce demand for private vehicle trips and public transport. This will in turn reduce air pollution.</p> <p>✓✓ <b>P51</b> The list of infrastructure projects listed in P51 all relate to walking, cycling and public transport. These forms of transport have the potential to reduce pollution relative to if people were using other more polluting forms of transport such as private cars.</p> <p>✓✓ <b>P52</b> seeks to restrict car parking and where implemented, provide spaces as that are shared between developments and occupiers of nearby buildings, are car club bays and have electric vehicle charging points helping to reduce NOx and particulate matter pollutants that cars contribute to.</p> <p>✓ <b>P53</b> requires that any parking spaces for disabled people or those with mobility issues are, following a lack of allocation to particular persons, not permitted to be returned to the general car parking pool, which will help to reduce (or at least not increase) pollutants such as NOx and particulate matter than if the policy did not have this limitation. This will have a positive impact on air quality.</p>
<p><b>IIA 8</b></p> <p><b>To avoid waste and maximise, reuse or recycle waste arising as a resource</b></p>	<p>✓✓</p>	<p>✓✓ <b>SP5</b> seeks to ensure all council homes are warm dry and safe, encouraging refurbishment (recycling) of existing housing rather than demolition and new-build, which is more resource intensive and, where other sustainability considerations do not outweigh this option, less environmentally friendly and waste efficient.</p>
<p><b>IIA 9</b></p> <p><b>To encourage sustainable use of water resources</b></p>	<p>N/A</p>	
<p><b>IIA 10</b></p>	<p>N/A</p>	

<p><b>To maintain and enhance the quality of land and soils</b></p>		
<p><b>IIA 11</b></p> <p><b>To protect and enhance quality of landscape and townscape</b></p>	<p>✓ ✓</p>	<p>✓ ✓ <b>P43</b> seeks to encourage public art projects which have the potential to improve the relationship between buildings and streets and other types of urban spaces that contribute to townscape character.</p> <p>✓ ✓ <b>P47</b> seeks to ensure servicing and delivery arrangements can minimise their impact on the safe and efficient use of the public realm by other users.</p> <p>✓ ✓ <b>P48</b> Walking is one of the best ways to appreciate and move around the city. Promoting walking will ensure urban design and architecture takes this into account.</p> <p>✓ ✓ <b>P49</b> Walking is one of the best ways to appreciate and move around the city. Railway arches and the adjacent land is generally underutilised for the public benefit. Opening up routes, as P49 requires, along and activating these spaces will enhance the landscape and townscape.</p> <p>✓ ✓ <b>P52</b> Street level car parking can have a negative effect on the public realm. Restricting this type of car parking via P52 will have a beneficial effect on the townscape.</p>
<p><b>IIA 12</b></p> <p><b>To conserve and enhance the historic environment and cultural assets</b></p>	<p>✓ ✓</p>	<p>✓ ✓ <b>P43</b> Southwark is London's most historic borough. Therefore there is a high possibility that the arts, leisure and cultural provision may focus on history and heritage, promoting a better understanding of the borough's historic environment.</p>

		<p>✓✓ <b>P48</b> More and better walking will increase access to historic and cultural destinations in the borough.</p> <p>✓✓ <b>P49</b> Walking is one of the best ways to appreciate and move around the city. Railway arches and the adjacent land is generally underutilised for the public benefit. Opening up routes, as P49 requires, along and activating these spaces will enhance the utility and increase appreciation for the railway arches and viaducts as heritage assets. The railway arches that the low line walking routes would be based upon and designed around are historic assets which have come to define the character of parts of the borough. The viaducts that run from London Bridge to Greenwich are particularly historic, being one of the longest and oldest railway viaducts in the world.</p>
<p><b>IIA 13</b></p> <p><b>To protect and enhance open spaces, green corridors and biodiversity</b></p>	<p>✓✓</p>	<p>✓✓ <b>SP5</b> seeks to improve existing green spaces which will make them more attractive for biodiversity and as habitat.</p> <p>✓✓ <b>P48</b> More and better walking routes along and through the borough will increase access to green space which has previously been less accessible because of a lack of walking routes.</p> <p>✓ <b>P49</b> More and better walking routes along and through the borough's railway viaducts will increase access to green space which has previously been less accessible because of the barrier-like nature of railway viaducts.</p>
<p><b>IIA 14</b></p> <p><b>To reduce vulnerability to flooding</b></p>	<p>X</p>	<p>X <b>P43</b> specifies that development within the Strategic Cultural Area and Elephant and Castle Opportunity Area should investigate the feasibility of providing cultural venues of strategic significance. These areas are within flood risk zones. Flood risk for any such facilities and uses should be carefully evaluated, particularly where large numbers of people will congregate in basement levels as is sometimes typical for such large scale arts, cultural and leisure facilities in central London.</p>

<p><b>IIA 15</b></p> <p><b>To provide everyone with the opportunity to live in a decent home</b></p>	<p>✓✓</p>	<p>✓✓ <b>SP5</b> seeks to ensure all council homes are warm dry and safe which will positively impact on the quality of housing for significant number of residents in the borough and ensure that, where they currently do not, they are provided with the opportunity to live in a decent home.</p>
<p><b>IIA 16</b></p> <p><b>To promote sustainable transport and minimise the need to travel by car</b></p>	<p>✓✓</p>	<p>✓✓ <b>SP5</b> seeks to encourage active travel by sustainable forms of transport such as walking and cycling. This will reduce the demand for transport by other means such as the private car.</p> <p>✓✓ <b>P46's</b> key aim is to promote sustainable travel and minimise car use.</p> <p>✓✓ <b>P47</b> requires development to minimise the demand for car journeys</p> <p>✓✓ <b>P48</b> encourages walking and seeks to make walking an attractive way of getting around. This is a form of sustainable travel and the policy will help minimise the need to travel by car.</p> <p>✓✓ <b>P49</b> encourages walking and seeks to make walking an attractive way of getting around. This is a form of sustainable travel and the policy will help minimise the need to travel by car, particularly where the Low Line walking routes open up routes between previously severed communities for which the railway viaducts acted as barriers.</p> <p>✓✓ <b>P50</b> encourages cycling and seeks to make walking an attractive way of getting around. This is a form of sustainable travel and the policy will help minimise the need to travel by car, particularly where the key pieces of cycling infrastructure are delivered.</p>

		<p>✓✓ <b>P51</b> The list of infrastructure projects listed in P51 all relate to walking, cycling and public transport. These forms of transport have the potential to minimise the need for trips by car which is why it is important that development supports these.</p> <p>✓✓ <b>P52</b> seeks to restrict car parking and where implemented, provide spaces as that are shared between developments and occupiers of nearby buildings, are car club bays and have electric vehicle charging points helping to reduce car use and, where they are used, make sure they are of a sustainable variety.</p> <p>✓ <b>P53</b> requires that any parking spaces for disabled people or those with mobility issues are, following a lack of allocation to particular persons, not permitted to be returned to the general car parking pool, which will help to reduce (or at least not increase) the use of cars.</p>
<p><b>IIA 17</b></p> <p><b>To provide the necessary infrastructure to support existing and future development</b></p>	<p>✓✓</p>	<p>✓✓ <b>SP5</b> seeks to improve existing green spaces which will help to deliver enough green infrastructure required by existing and future development.</p> <p>✓✓ <b>P42</b> seeks to provide development that supports and delivers healthy activities and other health, leisure related community facilities which can comprise important forms of social infrastructure for the borough's resident and working population.</p> <p>✓✓ <b>P44</b> seeks to provide community facilities which form a key piece of social infrastructure for many of the borough's residents.</p> <p>✓✓ <b>P47</b> seeks to provide efficient and appropriate servicing and delivery arrangements in development which can in turn maximise the efficient use of existing and future infrastructure.</p> <p>✓✓ <b>P48</b> seeks to ensure strategic and local walking infrastructure is supported</p>

and delivered.

✓✓ **P49** seeks to ensure strategic and local walking infrastructure is supported and delivered through the Low Line walking routes.

✓✓ **P50** seeks to ensure key pieces of cycling infrastructure are delivered including the Southwark Spine, cycle parking, cycle hire docking stations and storage, shower and changing facilities in places of employment.

✓✓ **P51** seeks to ensure the implementation of key strategic pieces of transport infrastructure are supported by new development.

? **P52** seeks to limit the infrastructure to accommodate the demand for car trips, and where it is accommodated for, ensure it is a sustainable version of what has traditionally been accommodated. However, it is not clear as to whether the requirements set out in P52 will deliver the necessary infrastructure to support existing and future development, if that means meeting the existing and future demand. However, the sustainability benefits of not meeting this demand (through insufficient infrastructure supply) significantly outweigh the disbenefits of not providing it. The sustainability benefits, listed above in the analysis of P52 against the other IIA objectives, include modal shift towards less polluting, carbon and space intensive modes of transport such as walking, cycling and public transport. Reduction in car use both parked and in transit, will impact the public realm and make our streets and roads more pleasant and accommodating spaces for pedestrians and cyclists, further helping health and emissions. Therefore, even if the outcome of the implementation of P52 does not result in sufficient car parking space (infrastructure) to meet demand (from existing and future development) the council will continue to encourage behavioural change and shift in preferences through encouraging active travel and travel on public transport through the other policies in this plan.

**Integrated impact assessment for:**

**Strategic policy 6 Cleaner, greener, safer**

Including

- P54: Protection of amenity
- P55: Designing out crime
- P56: Open space
- P57: Open water space
- P58: Green infrastructure
- P59: Biodiversity
- P60: Trees
- P61: Environmental standards
- P62: Energy
- P63: Reducing waste
- P64: Land for waste management
- P65: Environmental protection
- P66: Improving air quality
- P67: Reducing noise pollution and enhancing sound
- P68: Reducing water use
- P69: Reducing flood risk

IIA Objective	Overall Score	Comment
<p><b>IIA 1</b></p> <p><b>To tackle poverty and encourage wealth creation</b></p>	<p>✓ ✓</p>	<p>✓ ✓ <b>SP6</b> Promoting access to green space, improving health and access to services and employment through walkable neighbourhoods and cycling and public transport, as well as energy efficient buildings with reduced bills will help alleviate poverty and increase opportunities amongst Southwark's most deprived communities.</p> <p>✓ ✓ <b>SP6</b> Through prioritising walking, we will make our popular tourist sites and cultural attractions as accessible and successful as they can be, helping them continue to be significant employers in the borough.</p>

✓✓ **SP6** We will help to reduce poverty through the retrofitting of existing homes bringing the cost of energy bills down, saving residents money, which will help to reduce poverty, including fuel poverty and encourage wealth creation.

✓✓ **P55** will help provide buildings and spaces that are safe and well designed, helping attract businesses to establish and locate in Southwark.

✓✓ **P56** One of the indicators of poverty is access to open and green space. Southwark has some deprived neighbourhoods identified for regeneration. P56 provides protection to these important green spaces.

✓✓ **P56** One of the indicators of poverty is access to open and green space. Southwark has some deprived neighbourhoods identified for regeneration. P57 provides protection to these important open spaces.

✓ **P61** Non-residential buildings with high environmental standards are popular with businesses due to reduced artificial heating and cooling requirements and because of the opportunity to enhance their corporate social and environmental responsibility reputation. Similarly for residential buildings, environmentally friendly buildings often cost less to heat and cool, and therefore reduce the risk of fuel poverty, which can be a particular issue for the elderly.

✓ **P62** Non-residential buildings which achieve energy efficiency savings and clean and renewable energy supply are attractive to businesses due to reduced artificial heating and cooling requirements and contribution to improving reputation and upholding their corporate social responsibility. Requiring buildings with these standards in Southwark will attract businesses with these attitudes and encourage wealth creation. Similarly for residential buildings, environmentally friendly buildings often cost less to heat and cool, and therefore reduce the risk of fuel poverty, which can be a particular issue for the elderly.

		<p>✓✓ <b>P62</b> requires that development that does not achieve carbon savings targets on site should be off set off site. This could involve retrofitting existing social housing which house of our most deprived residents. This would reduce energy bills, in turn alleviating poverty, including fuel poverty.</p> <p>✓✓ <b>P65</b> Remediation of derelict sites and removal of hazardous substances will enable new development to come forward which includes employment uses and other non-residential uses such as community facilities and social infrastructure as well as affordable homes. Developments that incorporate these elements will help to tackle poverty and create employment and encourage wealth creation.</p> <p>✓✓ <b>P66</b> Poor air quality is a key factor in poor health, particularly respiratory health, in urban populations such as Southwark. Health is a key factor in poverty, therefore improving air quality, as P66 seeks to do, will help to alleviate poverty. Improving air quality will also help make Southwark an attractive place to do business, encouraging employers to locate here and encouraging wealth creation.</p> <p>✓✓ <b>P67</b> Noise can have a significant impact on mental health. Health is a key factor in poverty. Therefore reducing noise and promoting appropriate soundscapes will help facilitate positive mental health and help tackle poverty.</p>
<p><b>IIA 2</b></p> <p><b>To improve the education and skill of the population</b></p>	<p>✓✓</p>	<p>✓✓ <b>P56</b> People who have access to green and open space do better in education. P56 will help continue and expand this positive relationship.</p> <p>✓ <b>P59</b> Areas with strong biodiversity can provide the opportunities for schools to engage with and learn about nature, for which there is less opportunity to do in a heavily urbanised environment like Southwark than elsewhere</p>
<p><b>IIA 3</b></p> <p><b>To improve the health of</b></p>	<p>✓✓</p>	<p>✓✓ <b>SP6</b> Protecting and enhancing our open and green spaces and biodiversity</p>

## the population

and habitats will ensure they can be used for recreation, leisure and sport for the existing and future generations, providing access to nature and biodiversity, cleaner air sporting facilities all of which will help enable the borough's population to lead healthy active lifestyles. Green space and infrastructure is known to increase mental and emotional well being which this policy will help to deliver and improve.

✓✓ **SP6** Promoting denser, walkable neighbourhoods that foster community cohesion and improving public transport accessibility will help to improve mental and physical health and reduce social exclusion.

✓✓ **SP6** will both directly and indirectly help reduce exposure to poor air quality and seek to improve air quality: directly through requiring new sustainable buildings and retrofitting for existing buildings and indirectly, through the promotion of walking, cycling and public transport, which in turn should reduce private car use and the associated pollutant emissions.

✓✓ **P54** Amenity can be an important contributor to good health. P54's protection of amenity for present and future occupiers will contribute to good physical and mental health. Development's visual, noise and smell impacts can have a significant impact on people's amenity. Protecting this amenity will result in improved mental health and reduce the risk of social exclusion.

✓✓ **P55** Designing out crime in developments can contribute to better mental health and emotional wellbeing, particularly for groups who may feel more vulnerable in the urban environment and are at greater risk of being victims of crime, such as the elderly or women.

✓✓ **P56** Open space can provide significant health benefits for the population, providing places to take part in recreational sport, exercise and relaxation which are all important components to achieve and maintain optimum physical and mental wellbeing. Protecting the borough's open spaces, the majority which are green, will help to maintain and improve the health of residents and workers.

✓✓ **P57** Open space can provide significant health benefits for the population, providing places to take part in recreational sport, exercise and relaxation which are all important components to achieve and maintain optimum physical and mental wellbeing. Protecting the borough's open water spaces will help to maintain and improve the health of residents and workers. However open water spaces may be less accessible than, for example, open green space, for groups with mobility issues. However the visual break from the heavily built up urban environment, combined with the aural tranquillity that often accompanies such spaces, can still provide significant mental health and well being benefits, even if accessibility is reduced relative to open green space or other types of open space.

✓✓ **P58** Providing green infrastructure will have significant benefits for physical and mental health and well being. Green infrastructure has been shown to improve mental health and often provides the opportunity for recreation and leisure.

✓ **P59** Areas with strong biodiversity value can comprise extensive fauna, which take carbon dioxide out of the atmosphere and release oxygen, improving air quality. Particular species of plants are also able to actively remove pollutants by natural chemical and biological processes. Conversely, some species are also able to compound air quality problems. The risks of these species establishing themselves in areas of biodiversity in Southwark will need to be carefully monitored, however overall P59 is considered to provide a net benefit to air quality by default. This in turn will have positive impacts on physical health.

✓✓ **P60** Requires that trees delivered as part of development must be species which provide air quality benefits. This will improve the health of the population, particularly for those with respiratory problems caused by poor air quality.

✓ **P61** High environmental standards, including BREEAM levels, may include boilers and plant which produce a certain amount CO2 emissions which will improve

air quality. Improved air quality will have a positive impact on the health of the population.

✓✓ **P62** requires that schemes are designed and constructed using a range of measures which reduce carbon emissions, such as energy efficiency and connecting to heat networks. This will help reduce the energy demand from buildings and improve the NOx emissions from development. Reduction in NOx emissions results in better air quality than would otherwise be achieved. Improved air quality will help to improve health, particularly for those with respiratory problems and will reduce the risk of developing respiratory problems caused by poor air quality.

✓✓ **P63** Suitable management of waste is a public health issue. Requiring suitable waste management in and for development will ensure public health is not put at risk.

✓✓ **P64** Depending on the scale, type and location of any new waste management facilities, there is a risk that air quality could be negatively impacted from a new waste facility. This could impact on the health and wellbeing of any nearby population. P64 requires that new facilities must not adversely impact amenity, which can include odourous amenity, however, so this risk is mitigated.

✓✓ **P65** Removing hazardous substances and remediating contaminated land will provide a significant public health benefit where by substances and land previously a risk to public health have been de-risked.

✓✓ **P66** Poor air quality is a key factor in poor health, particularly respiratory health, in urban populations such as Southwark. Therefore improving air quality, as P66 seeks to do, will help to improve health.

✓✓ **P67** Noise can have a significant impact on mental health. Health is a key

		<p>factor in poverty. Therefore reducing noise and promoting appropriate soundscapes will help facilitate positive mental health and promoting emotional wellbeing.</p> <p>✓✓ <b>P69</b> requires that developments incorporate sustainable urban drainage measures which often come in the form of green infrastructure. Green infrastructure has a variety of physical and mental health benefits described elsewhere in the IIA. Due to this requirement P69 is considered to have a positive impact on mental and physical health and well being.</p>
<p><b>IIA 4</b></p> <p><b>To reduce the incidence of crime and the fear of crime</b></p>	<p>✓✓</p>	<p>✓✓ <b>SP6</b> More people walking and cycling through well designed, legible streets will result in more "natural surveillance," improving security and safety. SP6 also specifies how developments will be made safer with well designed buildings and spaces that discourage crime and anti-social behaviour and foster a sense of community.</p> <p>✓✓ <b>P55's</b> key aim is to reduce the incidence of crime and the fear of crime through the measures prescribed for development in the policy.</p> <p>✓✓ <b>P56</b> allows for limited development on protected open space providing it is appropriate to the use of the open space as open space. This can have a positive impact on the fear and perception of crime and opportunity for crime as the spaces can host activities which will provide natural surveillance.</p> <p>✓✓ <b>P57</b> allows for limited development on protected open space providing it is appropriate to the use of the open water space as an open water space. This can have a positive impact on the fear and perception of crime and opportunity for crime as the spaces can host activities which will provide natural surveillance.</p> <p>✓✓ <b>P58</b> requires that major development provides green infrastructure with arrangements for long-term stewardship and maintenance funding in place. This</p>

		<p>will help ensure that green infrastructure continues to remain inviting and is well kept which will result in it being well used. This reduces the chance that the green infrastructure and the surroundings will be associated with the fear and perception of crime, which is often linked to a dilapidated and unkempt environment.</p> <p>✓✓ <b>P63</b> Inadequate waste provision and management can have a negative impact on the public realm and public amenity which can exacerbate the fear or perception of crime. P62 will seek to prevent this.</p> <p>✓✓ <b>P65</b> requires that will not be permitted when it has an adverse impact on the environment which includes impact on the landscape and townscape. P65 requires remediation of contaminated sites and removal of hazardous substances. Sites with such conditions, by virtue of the heavy industrial nature of the land uses which lead to sites and substances having to these conditions, are often an eyesore and not attractive and contribute to the fear of crime and opportunity for crime due to the lack of passive surveillance. The remediation and removal of these sites and substances will help to positively impact this.</p>
<p><b>IIA 5</b></p> <p><b>To promote social inclusion, equality, diversity and community cohesion</b></p>	<p>✓✓</p>	<p>✓✓ <b>SP6</b> Part of being a greener and more sustainable borough will include well designed public realm and facilities that is built to last, in terms of both quality of materials and design for ease and cost of maintenance, as well as for people across the different stages of their lives, meaning a young family with small children and push chairs and older people or others with potential mobility issues.</p> <p>✓✓ <b>SP6</b> The combination of walkable neighbourhoods with good provision and access to green space, which include opportunities for food growing, and sustainable buildings (meaning reduced energy bills and less need to demolish them in later years) will help contribute to a strong, cohesive community.</p> <p>✓✓ <b>SP6</b> sets out how the council will work with local people to deliver a cleaner, greener safer borough which will help towards creating social inclusion and</p>

community cohesion.

✓✓ **P55** seeks to reduce the opportunity and fear of crime in the urban environment. This will significantly impact social inclusion, equality and diversity and help create community cohesion. The policy outlines the importance of a permeable street network that is easy to navigate for people of all abilities, ages and groups. P55 will have a particularly positive impact on physically vulnerable groups such as older people, the mobility impaired or children.

✓✓ **P56** Open space can provide significant health benefits for the population, providing places to take part in recreational sport, exercise and relaxation which are can be important components to feeling a sense of social inclusion, equality and community cohesion. Open spaces can normally be used free of charge so can be used by voluntary sector groups and community organisations which will go further to promote social inclusion and community cohesion, particularly for lower income groups.

✓✓ **P57** Open space can provide significant health benefits for the population, providing places to take part in recreational sport, exercise and relaxation which are can be important components to feeling a sense of social inclusion, equality and community cohesion. Some of the protected open water spaces can normally be used free of charge so can be used by voluntary sector groups and community organisations which will go further to promote social inclusion and community cohesion, particularly for lower income groups. However open water spaces may be less accessible than, for example, open green space, for groups with mobility issues.

✓✓ **P58** Providing green infrastructure will have significant benefits for reducing social exclusion, promoting equality, diversity and community cohesion. Green infrastructure has been shown to improve mental health and often provides the opportunity for recreation and leisure.

✓ **P59** Areas with strong biodiversity can provide the opportunities for schools to

engage with and learn about nature, for which there is less opportunity to do in a heavily urbanised environment like Southwark than elsewhere. This will promote social inclusion and community cohesion, particularly for young people.

✓✓ **P62** Elderly people and young children will benefit as people more vulnerable to the negative effects of poor air quality, i.e. ill health. Some of Southwark's more deprived neighbourhoods have a higher concentration of people from a BME background. One of the measures of deprivation is fuel poverty (i.e. not being able to afford energy bills). New development that adheres to the energy hierarchy has the potential to positively affect people from a deprived background more so than others. In Southwark this is statistically more likely to be people from a BME background. The benefits accrued by these particular groups by the requirements set out in P62 will help to reduce social isolation and promote equality, diversity and community cohesion.

✓✓ **P65** requires that will not be permitted when it has an adverse impact on the environment which includes impact on the landscape and townscape. P65 requires remediation of contaminated sites and removal of hazardous substances. Sites with such conditions, by virtue of the heavy industrial nature of the land uses which lead to sites and substances having to these conditions, are often an eyesore and not attractive and contribute to the fear of crime and opportunity for crime due to the lack of passive surveillance. The remediation and removal of these sites and substances will help to positively impact this which will help promote community cohesion. These sites are often severed from the surrounding communities and act as barriers to movement and therefore social inclusion. The remediation and removal of these sites and substances will enable them to come forward for development which reverses this, connecting communities and providing for greater social inclusion and cohesion.

✓✓ **P66** Vulnerable users of streets and buildings such as children and the elderly can be at risk of being impacted disproportionately by poor air quality. P66 will benefit these groups the most and help to promote social inclusion, equality and community cohesion.

		<p>✓✓ <b>P67</b> Noise can have a significant impact on mental health and wellbeing which can be factors in social isolation and exclusion. Reducing and mitigating noise and promoting appropriate soundscapes will help facilitate positive mental health and promoting emotional wellbeing and in turn social inclusion and community cohesion. The requirement for developments to analyse and enhance positive acoustic environments will help to provide a sense of place and identify to a space, further helping social inclusion, mental well being and community cohesion.</p>
<p><b>IIA 6</b></p> <p><b>To reduce contributions to climate change</b></p>	<p>✓✓</p>	<p>✓✓ <b>SP6</b> Emissions will be reduced through requiring new and existing buildings to be built to a high environmental standards, as well as promoting walking, cycling and public transport over the private car . SP6 will reduce contributions to climate change through requiring existing buildings to be retrofitted with sustainability measures and protecting and enhancing our green and open spaces for existing and future generations to enjoy. Urban greening will also be used to reduce the risk of flooding that may occur due to climate change.</p> <p>✓✓ <b>P55</b> seeks to make streets and public realm easy to navigate and usable, which will make walking and cycling more attractive. This should encourage more people to take up walking and cycling rather than more polluting forms of transport such as the private car. This in turn will help reduce carbon emissions and so contributions to climate change.</p> <p>✓✓ <b>P56</b> Open space can provide significant climate change benefits, particularly if the open spaces are green. The majority of protected open space in the borough is green. These spaces can reduce the urban heat island affect, consume excess carbon dioxide (a greenhouse gas) and help reduce the risk of flooding that may occur as a result of climate change by reducing the surface water run off and infiltration rates.</p> <p>? <b>P57</b> Open water space can provide some climate change benefits such as reducing the urban heat island effect and providing bodies to catch surface water run off collected from large amounts of rainfall and can reduce the risk of flooding</p>

that may be increased due to climate change. However, bodies of water often tend to release more carbon dioxide into the atmosphere than they absorb, making them net sources of greenhouse gases. Therefore the sustainability climate change and environmental sustainability benefits of the protected open water space is not clear. Despite this, the other (non-climate change related) environmental, social, and economic benefits offered by the protection of open water space are considered to outweigh the uncertain climate change impacts identified by the IIA. The New Southwark Plan does not propose to create any new protected open water spaces as a result of this or other policies.

✓✓ **P58** Green infrastructure can provide significant climate change benefits due to plants consuming the one of the key greenhouse gases, carbon dioxide and releasing oxygen. Further to this, green infrastructure can provide resilience to the effects of a changing climate, including reducing the effect of the urban heat island where plant material absorbs and releases less heat, and reducing the risk of flooding that is occurring as a result of a changing climate by slowing the surface run off rate and infiltration rate into the water table.

✓✓ **P59** Areas of significant biodiversity are normally host to large array of plant life, measured by both density and coverage. The coverage that such plant life provides can reduce the impact of the urban heat island effect, which will help to bring higher temperatures down which occur as a result of climate change, and will mean less resources, which often emit carbon dioxide, will be needed for cooling buildings. In addition to this, flood risk which may be increased due to climate change can be alleviated by the slower run off rates provided by areas rich in plant life. Finally, plants consume carbon dioxide, a key greenhouse gas which contributes to global warming, and releases oxygen. Therefore protecting areas rich in biodiversity will reduce contributions to climate change.

✓✓ **P60** Protection and the planting of new trees will help reduce climate change due to consuming carbon dioxide, a key greenhouse gas which contributes to global warming. The coverage that trees provide can reduce the impact of the urban heat island effect, which will help to bring higher temperatures down which occur as a result of climate change, and will mean less resources, which often emit

carbon dioxide, will be needed for cooling buildings. In addition to this, flood risk which may be increased due to climate change can be alleviated by the slower runoff rates provided by the canopy cover of trees.

✓✓ **P61**'s key aim is to reduce contributions to climate change by requiring high environmental standards. Buildings designed and built with high environmental standards will reduce the demand for carbon-intensive resources which contribute to climate change.

✓✓ **P62**'s key aim is to reduce contributions to climate change by requiring energy consumption reduction and carbon emissions savings which will reduce the contributions to climate change.

✓✓ **P63** The waste management hierarchy's key aim is about the sustainable use of resources. Sustainable use of resources, including recycling, reusing waste materials will reduce the need to expend energy (and produce carbon emissions) by creating new materials which could otherwise have been recouped from waste material. Therefore the approach set out in the waste management hierarchy in P63 will help to reduce contributions to climate change.

✓✓ **P64** There is significant potential for new waste management facilities to reduce CO<sub>2</sub> and greenhouse gas emissions by sustainably processing waste, including re-using waste material, recycling waste material and capturing energy from waste material and being operated on the principles of the 'circular economy' which seeks to integrate sustainably to minimise waste, and by extension carbon emissions. Southwark's currently protected waste management facility has various recycling facilities which contribute to reducing climate change such as recycling and providing waste to the nearby South East London Combined Heat and Power (SELCHP) plant for energy.

✓✓ **P65** Through the remediation of contaminated land and removal of hazardous substances from sites, land will be able to be re-used for development that was previously not possible. This represents a reuse of resources (land)

		<p>reducing the need for urban inefficient urban sprawl and will help reduce contributions to climate change.</p> <p>✓✓ <b>P66</b> On site urban greening and offsite measures designed to improve air quality, such as green infrastructure, as prescribed in P66, will help to reduce contributions to climate change.</p> <p>✓✓ <b>P68</b> Re-suing water on site will reduce energy, and so CO2 emissions, where water is pumped from large scale water infrastructure.</p> <p>✓✓ <b>P69</b> seeks to reduce flood risk including through sustainable urban drainage measures which often includes green infrastructure. Green infrastructure can help reduce the urban heat island effect, which in turn means less resources and energy is needed to cool buildings and so reduces CO2 emissions.</p>
<p><b>IIA 7</b></p> <p><b>To improve the air quality</b></p>	<p>✓✓</p>	<p>✓✓ <b>SP6</b> Air quality will be improved by requiring high environmental standards for new and existing buildings and promoting walking cycling and public transport. Protecting and improving the borough's network of green and open spaces will also help to reduce poor air quality concentrations.</p> <p>✓✓ <b>P54</b> defines amenity in terms of odorous which can affect air quality. P54 will protect against the degradation of air quality.</p> <p>✓✓ <b>P55</b> seeks to make streets and public realm easy to navigate and usable, which will make walking and cycling more attractive. This should encourage more people to take up walking and cycling rather than more polluting forms of transport such as the private car. This in turn will help reduce pollutants such as NOx and particulate matter.</p>

✓✓ **P56** Open spaces can provide significant air quality benefits. Open spaces provide areas where pollutants can disperse into the atmosphere. This means they are no longer concentrated and pose a less significant health risk. Open spaces which are green (of which the majority in the borough comprise) can reduce carbon dioxide and increase oxygen, further cleansing air quality.

✓✓ **P57** Open water spaces can provide areas where pollutants can disperse freely into the atmosphere so they are no longer concentrated. This means they pose a less significant health risk.

✓✓ **P58** Green infrastructure can provide significant air quality benefits due to plants being consumers of carbon dioxide and releasing oxygen as a waste product, which in turn cleans our air. Particular species of tree can have significant positive or negative effects on air quality; however these risks are mitigated via the Trees policy P60.

✓✓ **P59** Areas with strong biodiversity value can comprise extensive fauna, which take carbon dioxide out of the atmosphere and release oxygen, improving air quality. Particular species of plants are also able to actively remove pollutants by natural chemical and biological processes. Conversely, some species are also able to compound air quality problems. The risks of these species establishing themselves in areas of biodiversity in Southwark will need to be carefully monitored, however overall P59 is considered to provide a net benefit to air quality by default. This in turn will have positive impacts on physical health.

✓✓ **P60** requires that species selection and orientation of new trees should provide air quality benefits. All trees consume carbon dioxide and release oxygen, which will help to improve air quality.

✓ **P61** High environmental standards, including BREEAM levels, may include boilers and plant which produce a certain amount CO<sub>2</sub> emissions which will improve

air quality. Improved air quality will have a positive impact on the health of the population.

✓✓ **P62** requires that schemes are designed and constructed using a range of measures which reduce carbon emissions, such as energy efficiency and connecting to heat networks. This will help reduce the energy demand from buildings and improve the NOx emissions from development. Reduction in NOx emissions results in better air quality than would otherwise be achieved.

✓✓ **P63** One factor of poor air quality can be odours, which can be effected by inadequate waste management. P63 will ensure this potential impact is suitably managed, reducing exposure to poor air quality.

✓✓ **P64** Depending on the scale, type and location of any new waste management facilities, there is a risk that air quality could be negatively impacted from a new waste facility. P64 requires that new facilities must not adversely impact amenity, which can include odourous amenity, however, so this risk is mitigated.

✓✓ **P65** requires that will not be permitted when it has an adverse impact on the environment which includes air quality.

✓✓ **P66's** key aim is to improve air quality through a range of measures.

✓ **P69** seeks to reduce flood risk including through sustainable urban drainage measures which often includes green infrastructure. Green infrastructure can provide air quality benefits however it is likely that the air quality benefits accrued from the type of green infrastructure to be provided as part of sustainable urban drainage systems will be limited.

**IIA 8**

<p><b>To avoid waste and maximise, reuse or recycle waste arising as a resource</b></p>	<p>✓✓</p>	<p>✓ <b>P61</b> High environmental standards for BREEAM levels include how waste is handled in the construction and completed development.</p> <p>✓✓ <b>P62</b> includes the opportunity to reduce carbon emissions through waste heat capture in combined heat and power (CHP) energy supply systems, which are significantly more efficient, by virtue of utilising waste heat, than conventional systems.</p> <p>✓✓ <b>P63</b> The waste management hierarchy set out in P63 is chiefly concerned with avoiding waste and maximise the reuse or recycling of waste.</p> <p>✓✓ <b>P64</b> The protection of existing and requirements proscribed for new waste management facilities have a shared key aim of minimising waste going to land fill and maximising the sustainable use of waste, including re-use, recycling and energy capture.</p> <p>✓✓ <b>P68</b> seeks to maximise the opportunity for the re-use of rainwater and grey water captured and used in development, which would otherwise be considered a waste material.</p>
<p><b>IIA 9</b></p> <p><b>To encourage sustainable use of water resources</b></p>	<p>✓✓</p>	<p>✓ <b>P61</b> High environmental standards for BREEAM levels include how efficiently water is handled in the construction and completed development.</p> <p>✓✓ <b>P68</b>'s key aim is to encourage the sustainable use of water resources through requiring the stricter "optional" limit on water use allowed by Building Regulations and encouraging rainwater capture re-use and grey water re-use.</p> <p>✓✓ <b>P69</b> seeks to reduce flood risk including through sustainable urban drainage measures which often includes green infrastructure, which can provide</p>

		<p>multiple sustainability benefits including improving water quality and improving biodiversity value of green infrastructure and spaces.</p>
<p><b>IIA 10</b></p> <p><b>To maintain and enhance the quality of land and soils</b></p>	<p>✓ ✓</p>	<p>✓ ✓ <b>P58</b> Green infrastructure has significant potential to maintain and enhance the quality of land and soils and be of high ecological and environmental value</p> <p>✓ ✓ <b>P59</b> Areas with strong biodiversity value, including areas with quality soils, will be protected through P59.</p> <p>✓ <b>P61</b> High environmental standards for BREEAM levels includes how ecologically sensitive and beneficial the construction and completed development is.</p> <p>✓ <b>P63</b> seeks to minimise waste going to landfill and ensure adequate waste management is provided in and for new development. This will help ensure land for landfill is minimised due to reduced demand, helping protect soils which may otherwise be contaminated by landfill, and avoiding contamination of soils on or near the site by providing adequate waste management.</p> <p>✓ <b>P64</b> provides protection for existing and requirements for new waste management facilities, which both seek to minimise waste going into landfill and maximise the sustainable use of waste. Minimising the amount of waste which goes to landfill will indirectly benefit soil quality which might otherwise be used for landfill.</p> <p>✓ ✓ <b>P65</b> requires that will not be permitted when it has an adverse impact on the environment which includes impact on land and soils. P65 requires that hazardous substances be handled and removed from any site and remediation programmes improve the condition of the land, which will have a positive impact on soil quality within and around the site.</p> <p>✓ ✓ <b>P69</b> seeks to reduce flood risk including through sustainable urban</p>

		<p>drainage measures which often includes green infrastructure, which can provide multiple sustainability benefits including improving water quality and improving biodiversity value of green infrastructure and spaces, including removing pollutants from water and improving the quality of soils.</p>
<p><b>IIA 11</b></p> <p><b>To protect and enhance quality of landscape and townscape</b></p>	<p>✓ ✓</p>	<p>✓ ✓ <b>P54</b> defines amenity in terms of visual amenity which can townscapes, streetscapes and landscapes and the visual distinctiveness of places. P54 will protect against the degradation of visual amenity.</p> <p>✓ <b>P55</b> seeks to make streets and public realm easy to navigate and usable, which is highly likely to either directly or indirectly will help protect and enhance the quality townscape and landscape, including making the relationship between different buildings, streets and other townscape elements relate to each other, particularly for wayfinding purposes.</p> <p>✓ ✓ <b>P56</b> requires that any development in open spaces should protect the landscape quality by not affecting its openness or detract from its character.</p> <p>✓ ✓ <b>P57</b> requires that any development in open water spaces should protect the landscape quality by not affecting its openness or detract from its character.</p> <p>✓ ✓ <b>P58</b> will help to protect and enhance the townscape and landscape by requiring green infrastructure to be design to be integrated with it.</p> <p>✓ ✓ <b>P59</b> Green walls and other components important to biodiversity, such as trees, can have a positive impact on the townscape and landscape.</p> <p>✓ ✓ <b>P60</b> Requires that trees planted as part of the development must be commensurate to the scale and character of the development and neighbourhood. This will ensure that tree planting will protect and enhance the landscape and townscape.</p>

✓✓ **P63** requires adequate onsite waste management and where this is not possible off site arrangements. Consideration of what is adequate will include the impact of the waste management strategy on the amenity (including visual amenity), access and the environment, which comprise constituent parts of the townscape and landscape.

✓✓ **P64** requires that new waste management facilities avoid unacceptable harm on the environment and residential amenity, which includes visual amenity and impact on the landscape and townscape.

✓✓ **P65** requires that will not be permitted when it has an adverse impact on the environment which includes impact on the landscape and townscape. P65 requires remediation of contaminated sites and removal of hazardous substances. Sites with such conditions, by virtue of the heavy industrial nature of the land uses which lead to sites and substances having to these conditions, are often an eyesore and not attractive. The remediation and removal of these sites and substances will allow for new development to come forward that contributes positively to the townscape and character.

✓✓ **P67** Noise can have a significant impact on the perception of spaces, including townscapes and landscape. Requiring noise reduction and mitigation and promoting appropriate soundscapes will help facilitate positive interaction and appreciation of landscape and townscape.

✓✓ **P69** requires that development along the River Thames be set back by 10m for the purposes of improving the landscape provided by and townscape adjacent to the river, which is due to be obstructed by river walls in the latter part of the 21<sup>st</sup> century. Development which adheres to this and related requirements in P69 will help to significantly protect and enhance the landscape and townscape of the River Thames.

**To conserve and enhance the historic environment and cultural assets**



**P54** defines amenity in terms of visual amenity which can include historic assets which contribute to the visual distinctiveness of places. P54 will protect against the unacceptable degradation of visual amenity.



**P55** seeks to make streets and public realm easy to navigate and usable, which is highly likely to either directly or indirectly will help to conserve the historic environment, cultural assets and their settings.



**P56** some of P56's protected open spaces are of historic and/or cultural significance. The policy requires that any development in open spaces should protect the landscape quality by not affecting its openness or detract from its character which could derive from the historic or cultural significance of the space.



**P57** some of P57's protected open water spaces are of historic and/or cultural significance. The policy requires that any development in open water spaces should protect the landscape quality by not affecting its openness or detract from its character which could derive from the historic or cultural significance of the space.



**P59** seeks to protect both designated and undesignated ancient woodland which are important heritage assets.



**P60** Requires that trees within a conservation area, the curtilage of a listed building or veteran and ancient trees are protected. P60 recognises the importance of these types of trees as comprising a part of and contributing to the borough's historic environment.



**P64** requires that new waste management facilities avoid unacceptable harm on the environment and residential amenity, which includes visual amenity and impact on heritage assets.



**P65** requires that will not be permitted when it has an adverse impact on

		<p>the environment which includes impact on heritage assets.</p> <p>✓ ✓ <b>P67</b> Noise can have a significant impact on the perception of spaces, including heritage and cultural assets. Requiring noise reduction and mitigation and promoting appropriate soundscapes will help facilitate positive interaction and appreciation of heritage and cultural assets.</p> <p>✓ ✓ <b>P69</b> requires that development along the River Thames be set back by 10m for the purposes of improving the heritage and cultural asset value provided by and adjacent to the river, which is due to be obstructed by river walls in the latter part of the 21<sup>st</sup> century. Development which adheres to this and related requirements in P69 will help to significantly protect and enhance the heritage and cultural asset value of the River Thames.</p>
<p><b>IIA 13</b></p> <p><b>To protect and enhance open spaces, green corridors and biodiversity</b></p>	<p>✓ ✓</p>	<p>✓ ✓ <b>SP6</b> seeks to protect and improve the borough's network of open spaces including such as parks, trees and biodiverse habitats.</p> <p>✓ ✓ <b>P56's</b> protected open spaces are of significant biodiversity value and contain a rich tapestry of habitats. P56 will ensure that these habitats and areas for different species are protected.</p> <p>✓ ✓ <b>P57's</b> protected open water spaces are of significant biodiversity value and contain a rich tapestry of habitats. P57 will ensure that these habitats and areas for different species are protected above, under and on the edge of the open water space.</p> <p>✓ ✓ <b>P58</b> requires new green infrastructure, open spaces and green links to provide multiple benefits for wildlife and support species migration while supporting native species.</p> <p>✓ ✓ <b>P59's</b> key aim is the protection and enhancement of biodiversity.</p>

- ✓ ✓ **P60** Requires that new trees are planted and that existing trees are protected, which will contribute significantly to the protection and enhancement of green corridors and biodiversity.
- ✓ **P61** High environmental standards for BREEAM levels includes how ecologically sensitive and beneficial the construction and completed development is which will impact positively on biodiversity.
- ✓ ✓ **P64** requires that new waste management facilities avoid unacceptable harm on the environment, which includes biodiversity.
- ✓ ✓ **P65** requires that will not be permitted when it has an adverse impact on the environment which includes biodiversity. P65 requires that hazardous substances be handled and removed from any site and remediation programmes improve the condition of the land, which will have a positive impact on soil quality within and around the site which will help biodiversity.
- ✓ ✓ **P66** On site urban greening and offsite measures designed to improve air quality, such as green infrastructure, are prescribed in P66, and will help to provide for biodiversity.
- ✓ ✓ **P67** Noise can have a significant impact on the perception of spaces, including animals as part of the biodiversity in the borough. Requiring noise reduction and mitigation and promoting appropriate soundscapes will help facilitate positive relationship between biodiversity and noise and sound.
- ✓ ✓ **P69** Reducing flood risk is likely to have a positive impact, by way of protecting, biodiversity. The implementation of sustainable urban drainage measures as part of P69 will provide opportunities for urban greening which can form habitat for biodiversity.

## IIA 14

### To reduce vulnerability to flooding



**SP6** sets out how the council will deliver a cleaner, greener borough in part by reducing flood risk through urban greening.



**P56** many of P56s protected open spaces are of green spaces which provide significant flood risk reduction benefits, by way of providing areas which slow down the rate of surface run off and infiltration to the water table.



**P57** Open water space can provide large water bodies to catch surface water run off collected from large amounts of rainfall and can reduce the risk of flooding that may be increased due to climate change.



**P58** requires new green infrastructure, open spaces and green links to provide multiple benefits including adapting to climate change. Climate change adaption measures include reducing flood risk that is occurring as a result of a changing climate. Green infrastructure can act as water catchment basins for surface water run off which would otherwise pool in areas vulnerable to surface water flooding.



**P59** Areas of significant biodiversity are normally host to large array of plant life, measured by both density and coverage. The coverage that such plant life provides can reduce the impact of flood risk which may be increased due to the slower run off rates provided by areas rich in plant life.



**P60** Trees can help reduce flood risk by reducing the rate of surface water run off and ground water infiltration. P60 seeks to ensure new trees are provided as part of development and existing trees are protected. Therefore P60 will help reduce the vulnerability to flooding.



**P64** requires that new waste management facilities avoid unacceptable harm on the environment, which includes flood risk.

		<p>✓✓ <b>P65</b> requires that will not be permitted when it has an adverse impact on the environment which includes flood risk.</p> <p>✓✓ <b>P66</b> On site urban greening and offsite measures designed to improve air quality, such as green infrastructure, as prescribed in P66, will help to reduce flood risk.</p> <p>✓✓ <b>P68</b> seeks to maximise the opportunity for the re-use of rainwater and grey water captured and used in development, which would otherwise be discharged into the sewer either indirectly across the urban environment to a drain or directly from the property's plumbing which has the potential to contribute to risk of surface water flooding, particularly in times of high rainfall. The requirements set out in P68 will reduce this risk.</p> <p>✓✓ <b>P69</b> The key aim of P69 is to reduce flood risk by ensuring development carefully assesses the risk of flooding on the site and incorporating sustainable urban drainage measures.</p>
<p><b>IIA 15</b></p> <p><b>To provide everyone with the opportunity to live in a decent home</b></p>	<p>✓✓</p>	<p>✓✓ <b>SP6</b> will ensure new and existing housing is of a high environmental standard fit for habitation, including energy efficiency which is affected by insulation and the heating and cooling of new and old homes.</p> <p>✓✓ <b>P54</b> protects from the unacceptable loss of amenity, including existing residents who will rely on the implementation of P54 in assessing application that unacceptably threaten the amenity of their property, and opportunity to live in a decent home.</p> <p>✓✓ <b>P61</b> seeks to ensure new and existing homes are designed and built, refurbished or converted are well designed for the benefits of the environment as well as the occupier. P61's requirement to minimise the risk of overheating will not</p>

		<p>only have environmental benefits, but also for the comfort, safety and affordability of homes where overheating risks impacting on the cost of energy bills due to burdensome cooling requirements.</p> <p>✓ ✓ <b>P62</b> Minimising the carbon emissions embedded in new housing will future proof them meaning they will not need to be demolished and redeveloped because they are old and inefficient in relation to energy consumption, heating and powering</p> <p>✓ ✓ <b>P62</b> requiring adequate waste management as part of residential development will help to contribute to providing decent and healthy homes.</p> <p>✓ ✓ <b>P66</b> Air quality includes internal air quality, such as that in people’s homes, and the pollution experienced by residents from their amenity spaces in their homes. P66 will help to mitigate and reduce poor air quality for residential developments so that healthy, decent homes are provided in the borough.</p> <p>✓ ✓ <b>P67</b> Noise can have a significant effect on mental health. Homes can be considered as "noise sensitive development" meaning the application of P67 help provide "healthy homes" which will contribute to positive mental health.</p>
<p><b>IIA 16</b></p> <p><b>To promote sustainable transport and minimise the need to travel by car</b></p>	<p>✓ ✓</p>	<p>✓ ✓ <b>SP6</b> seeks to prioritise sustainable travel by walking, cycling and public transport over the car.</p> <p>✓ ✓ <b>P55</b> outlines how signage and layout of development will make the public realm and public transport more attractive and safer to use. This will help to reduce the use of cars as walking and the use of public transport becomes more attractive.</p> <p>✓ ✓ <b>P58</b> will provide and encourage the use of new and high quality walking and cycling routes as part of green infrastructure away from main roads. This will</p>

		<p>encourage walking and cycling and in turn reduce demand for car use.</p> <p>✓ ✓ <b>P66</b> Improving air quality in the borough will make walking and cycling more attractive ways to move around as currently poor air quality is legitimately cited as a reason that some people avoid partaking in both.</p>
<p><b>IIA 17</b></p> <p><b>To provide the necessary infrastructure to support existing and future development</b></p>	<p>✓ ✓</p>	<p>✓ ✓ <b>SP6</b> seeks to ensure green infrastructure, which will have multiple benefits for delivering a cleaner, greener and safer borough will be secured</p> <p>✓ ✓ <b>P56</b> seeks to protect the largest and most significant pieces of green infrastructure in the borough to ensure continued use by current and future generations who live, work and visit the borough.</p> <p>✓ ✓ <b>P57</b> seeks to protect the largest and most significant pieces of ‘blue’ infrastructure in the borough to ensure continued use by current and future generations who live, work and visit the borough.</p> <p>✓ ✓ <b>P58</b> requires new green infrastructure, green links and open space to be delivered by development which can integrate with the existing and future green infrastructure networks, townscape and landscape for the benefit of both existing and future residents, workers and wildlife. P58 also requires that major development include arrangements for the long term stewardship and maintenance funding in place to ensure the G.I is available and kept in good condition for future users.</p> <p>✓ ✓ <b>P59</b> Areas of biodiversity can contribute significantly to the wider network of green infrastructure.</p> <p>✓ ✓ <b>P60</b> Trees, which P60 seeks to protect and requires are delivered as part</p>

of new development, are an important component of green infrastructure.

✓ ✓ **P60** seeks to ensure development provides, connects to or is future proofed to connect to decentralised energy networks, which will increasingly form a key piece of energy infrastructure as the energy grid decarbonises and moves to lower carbon, more efficient forms of energy supply such as this.

✓ ✓ **P64** seeks to ensure the borough has sufficient waste management infrastructure.