Open Agenda

Cabinet

Tuesday 12 December 2017
4.00 pm
Ground Floor Meeting Room G02A - 160 Tooley Street, London
SE1 2QH

Appendices (part 2)

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Date: 5 December 2017

OLD KENT ROAD

AREA ACTION PLAN / OAPF CONSULTATION

DECEMBER 2017

Southwark Council

NOT ANY OLD ROAD

"The architects, planners – and businessmen – are seized with dreams of order," she wrote, "and they have become fascinated with scale models and bird's-eye views." Her prescription to those shaping and forming the built environment was clear: forget trying to implement the boulevards of Paris in North American cities and get out and walk, look for their strengths and exploit and reinforce them.

- Jane Jacobs

London is an accident. It is full of variety. No one person has forced his impress upon it. It is essentially democratic. It represents the English policy of patching and compromising... It is certain that the future of London cannot be an accident like the past. If it is to hold together, to remain a workable, manageable unit, it must now be planned, be designed, be organised.

- Frank Pick, 1926

FOREWORD

Councillor Mark Williams

Cabinet Member for Regeneration and New Homes

We must be ambitious if we are to meet the need for more housing in London whilst increasing employment and at the same time designing new neighbourhoods that deliver open space, community facilities, improvements to air quality, and a massive shift to sustainable and active travel. This plan sets out a clear vision for how this will all be delivered along the Old Kent Road. By working in partnership with our local communities, businesses, landowners, Lewisham, Transport for London, and the Mayor of London we will deliver significant benefits for our residents and for London.

This Old Kent Road Area Action Plan sets out how we will deliver 10,000 new jobs in addition to the 10,000 jobs already there, new parks, new school places, a new college, improvements to the Old Kent Road itself, and 20,000 new homes including 7,000 affordable homes all supported by the extension of the Bakerloo Line from Elephant and Castle to Lewisham. We are also seeking to bring a university to the area along with a cultural institution. We will effectively be building a new town on brownfield land in central London – this is part of central London, but will be better. Our ambition is to not only deliver these new homes and jobs but to improve the health, education and life chances of people who already live and work along the Old Kent Road underpinned by decent housing for all and well designed neighbourhoods.

Following previous versions of this plan we have carefully considered the over 1,300 consultation responses we received and have made significant changes to the previous version of this plan. We are therefore undertaking further consultation on this revised preferred option before moving to a submission version next year.

Alongside this plan we are working with our partners to continue developing the funding package for the Bakerloo Line Extension which will cost c£3.5billion. We expect to raise £200-300million of Community Infrastructure Levy and have recently updated the CIL rate for the Old Kent Road area. We are exploring options to fund this key project with TfL, the GLA, and Treasury. As set out in this plan the extension of the Bakerloo Line will unlock an additional 12,000 homes – over and above the 8,000 new homes that can be delivered without the extension – and will deliver all of these homes much more quickly. Without the extension we can deliver 8,000 new homes by 2037, with the extension we can deliver those 8,000 homes ten years earlier and then an additional 12,000 new homes by 2037.

The Old Kent Road is a unique opportunity in London to build desperately needed new homes and significantly increase employment. These jobs will be in manufacturing, industry, arts, warehousing and traditional employment activities along with offices, tech and other new types of businesses. This will be enabled by the design of the buildings and places which are specified in the five area masterplans. This is the only place where there is such a significant area of land to develop including large retail warehouses with large car parks. The Bakerloo Line Extension will unlock the potential of the area to meet the many challenges our borough and London face.

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THE SUB AREAS

1. MANDELA WAY, CRIMSCOTT STREET AND OLD KENT ROAD (NORTH)
2. CANTIUM RETAIL PARK AND MARLBOROUGH GROVE
3. SANDGATE STREET AND VERNEY ROAD
4. HATCHAM, ILDERTON AND OLD KENT ROAD (SOUTH)
5. SOUTH BERMONDSEY

INTRODUCTION PURPOSE OF THE PLAN

The purpose of the Old Kent Road Area Action Plan (AAP) is to set out how the best of the Old Kent Road, including its thriving businesses and arts and cultural communities, can be nurtured and developed over the next 20 years (the 'plan period'). It is an innovative plan, with policies that will guide new development to provide urgently needed housing and jobs, while providing new opportunities and improving the lives of people who live and work there now. To achieve this, the plan proposes mixing residential and commercial uses, so that new and existing businesses like warehouses, shops, creative workspaces and offices are designed to co-exist with new homes.

This innovative approach is proposed because the unique conditions and character of the Old Kent Road provide an important opportunity to address the challenges faced across London when it comes to accommodating growth in homes, jobs and social infrastructure. These challenges are particularly pressing in Central London, where competition between land uses is at its most intense. By virtue of its location, connections, existing uses, evolving character and development potential, the Old Kent Road is one of the few places in central London that really can deliver innovative solutions to these challenges.

This has been recognised by the New London Plan, which identifies the Old Kent Road in two major growth areas; Central London and the Bakerloo Line Extension Growth Corridor (Figure 1). The Bakerloo Line Extension (BLE) will be a game changer for the area. It will enable substantial growth, with the number of homes rising from 14,500 to 34,500 and the number of jobs rising from 9,500 to 20,000. This will, of course, have important positive impacts London's economy, but it will also benefit new and existing Old Kent Road businesses.

The efficient delivery of quality development in the Old Kent Road will accelerate Community Infrastructure Levy (CIL) payments and other financial contributions towards the cost of the BLE. This in turn, improves the business case for its implementation and the likelihood that it will be delivered on schedule. It will also help to deliver the growth targets in the New London Plan and the aspirations of the Mayor's Transport Strategy (MTS), as well as Southwark's plans to provide new homes and jobs in vibrant and successful places.

In order to strengthen and evolve the strong cultural identity of the Old Kent Road, the AAP also sets out how growth will be supported by new town centre uses, schools, leisure facilities, parks, walking and cycling connections, a health hub, new cultural offers and further and higher education provision.

To provide guidance on the scale and form of development and the types of uses that will be supported by the council through the planning application process, the AAP sets out indicative masterplan proposals for 5 'Sub Areas'. These plans are intended to provide clarity, while also striking the right balance between instruction and flexibility so that they can robustly manage change over the whole plan period. As such, they are not intended to be absolutely prescriptive, but the key principles that they describe will be expected to be delivered.

Planning decisions in Southwark are based on our development plan, which is made up of the New Southwark Plan (our planning document for the whole borough), the London Plan, Area Action Plans (like this one), and Neighbourhood Plans. It is important to note though, that sometimes planning decisions are made which differ from the policies set out in the development plan. This happens when 'material considerations', such as the viability of developing a site or other local factors are considered to outweigh the development plan.

The Old Kent Road AAP and the New Southwark Plan must be in general conformity with the New London Plan and the National Planning Policy Framework (NPPF). The Old Kent Road AAP is also an Opportunity Area Planning Framework, which may be endorsed by the Mayor of London.

How to comment

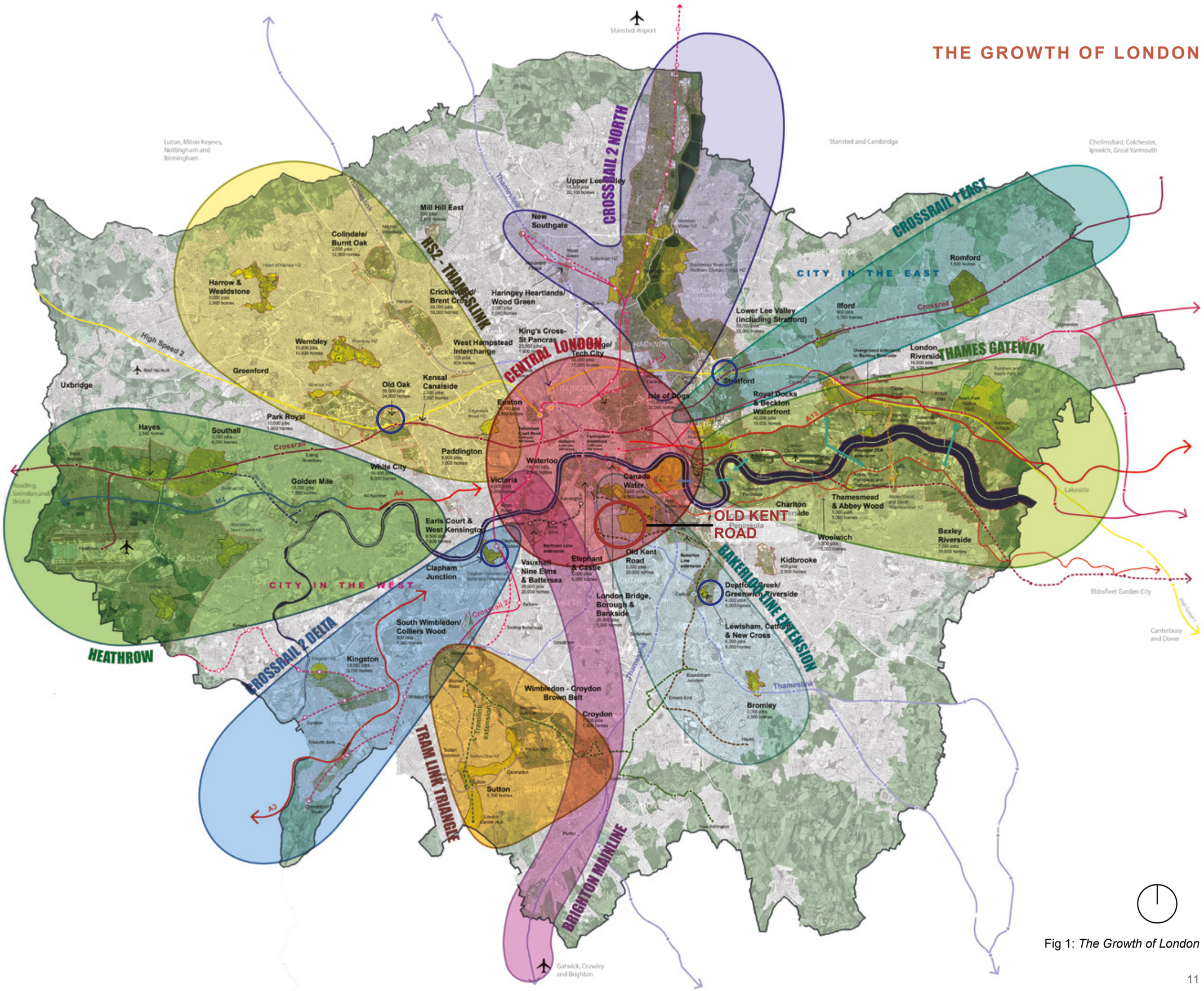
We welcome your comments on the Old Kent Road AAP/OAPF and on the supporting documents. Consultation is open from 13 December 2017 to 7 March 2018 and we will be consulting in a number of ways including publicising our consultation on social media. Please contact us if you would like to know more about the documents or to find out more about our consultation.

Comments must be received by 7 March 2018. Representations can be made by:

- Visiting our consultation hub: https://consultations.southwark.gov.uk
- Sending an email to planningpolicy@southwark.gov.uk
- Alternatively you can send your response to:

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

Tel: 0207 525 5741



KEY

- Opportunity Area
- Housing Zone
- Green Belt
- OLD KENT ROAD
- Transport super hubs
- BAKERLOO LINE

Fig 1: *The Growth of London*

Old Kent Road isn't any old road. For 2000 years it has been a vital artery connecting the commerce and culture of one of the world's great cities to Europe. Its strength as a place to live, work and do business is its central London location and inner city character.

The construction of the Bakerloo Line Extension will drive the growth of central London southwards encompassing Old Kent Road. As this happens, the council want to make sure that new development helps to foster a civil and humane community in which old and young can flourish together. We are exploring ideas such as the co-location of nurseries with older persons' accommodation, something that has successfully reduced loneliness and social isolation in other cities, and connecting schools with other education institutions with diverse local employment opportunities.

Central London is a place of extremes of wealth and poverty and its regeneration is sometimes criticised as gentrification at best and social cleansing at worst. The redevelopment of Old Kent Road will be neither of these things. Its primary purpose will be the delivery of tangible direct benefits to the existing communities in Walworth, Bermondsey and Peckham including new and improved housing, schools, park spaces and leisure and health centres and the creation of a wide range of jobs. This plan sets out the physical framework that will enable the community to realise its potential. There should be no poverty of ambition or opportunity in Old Kent Road for any age group. It promotes multifunctional attractive neighbourhoods that promote physical activity and social interaction and shield from negatives such as pollution and feeling unsafe.

We want redevelopment to grow Old Kent Road's significant local economy, not just by accommodating a narrow professional office sector, but by supporting and encouraging a wide range of skills and job types including the wide variety of businesses that serve central London and new and growing sectors such as the arts and creative industries. To achieve this, our plan promotes the innovative mixing of residential and industrious uses in a way that has not been seen before in London. Done with care, we believe that this can deliver a special place that is desirable to live and work and ensures business continuity.

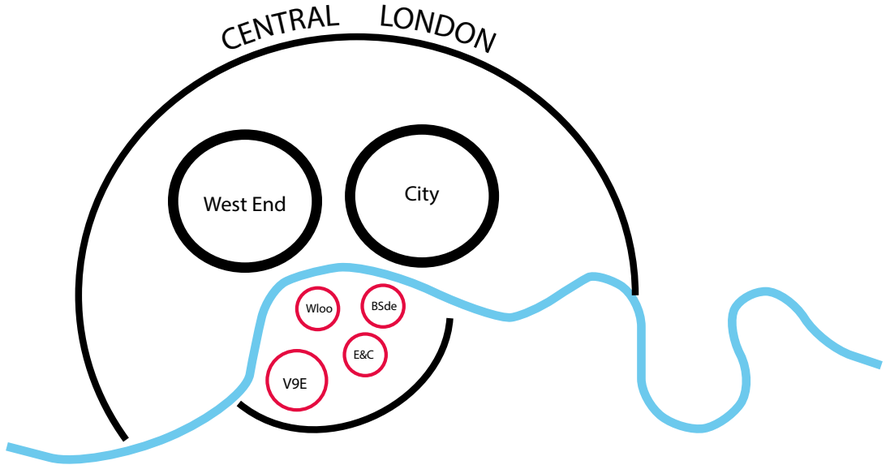
We want to build new homes, 35% of which will be affordable, and while they should come in a range of types, from terraced houses to apartment buildings, they should all be designed to a high standard. Generous room sizes, high ceilings and large windows will make sure that people have enough "head room" and space to think and to rest.

Our plan proposes to link together the area's existing open spaces, including Burgess Park to Canada Water, with new park spaces to provide a "Greener Belt" (Figure 3). This network will accommodate nature and biodiversity, while providing opportunities for play, sport, food growing, and simply sitting down to take a break. We want to create an environment that delights all the senses.

Development in the area will be car free and the promotion of walking and cycling as well as electric buses, taxis and commercial vehicles will help to tackle air and noise pollution. This is vital for the health of everyone, especially children.

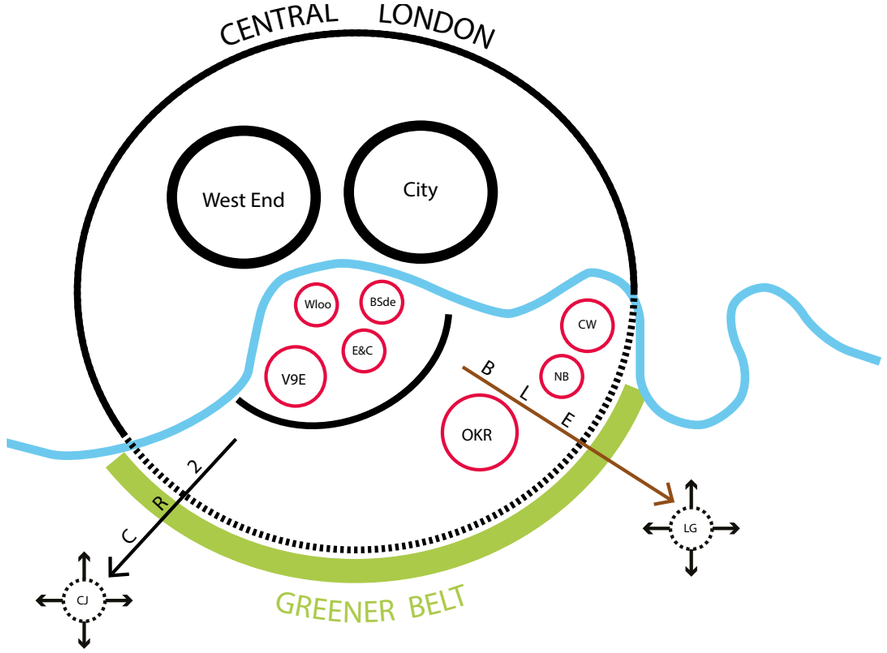
Living at the centre of one of the worlds great cities, with its enviable economic and cultural capital should be an opportunity for all and not just a privileged few. We have a responsibility to make the most of that opportunity on behalf of the residents and businesses of Old Kent Road.

2017:



The City, the West End, Waterloo, Bankside, Vauxhall and Nine Elms and Elephant and Castle are currently the focus of economic activity inside London's Central Activities Zone.

2037:



Central London will expand to the south with the introduction of new transport infrastructure including Crossrail 2 to Clapham Junction and the Bakerloo Line through Southwark to Lewisham Gateway.
The expansion of Canada Water, New Bermondsey and Old Kent Road will deliver new strategic development to the south of the river.
The Greener Belt will link existing strategic parks with green routes and new open spaces.

KEY

CENTRES OF EMPLOYMENT

Fig 2: *Central London Smiley*

Fig 3: *The Greener Belt*

20,000 NEW HOMES

7,000 AFFORDABLE HOMES

1 FE COLLEGE

3 NEW TUBE STATIONS ON THE BAKERLOO LINE EXTENSION

1 NEW HEALTH CENTRE

10,000 NEW JOBS

1 MAJOR CULTURAL ATTRACTION

1 NEW SECONDARY SCHOOL

2 NEW PRIMARYSCHOOLS

9 PRIMARY SCHOOL EXPANSIONS

WHAT WILL IT COST?

BAKERLOO LINE EXTENTION
£3.1 Billion

NEW SCHOOLS, LEISURE CENTRE, HEALTH CENTRE
£50 Million

BUS AND CYCLE IMPROVEMENT ON THE OLD KENT ROAD
£60 Million

WHAT WILL PAY FOR IT?

DEPARTMENT FOR COMMUNITIES AND LOCAL GOVERNMENT
£10 Million

HOUSING ZONE GRANT
£25 Million

COMMUNITY INFRASTRUCTURE LEVY (CIL)
£200M - £300 Million
COUNCIL TAX
£200 Million
BUSINESS RATES
TBC

NEW HOMES

- Build 20,000 new homes across the opportunity area.
- 7,000 of these new homes will be affordable.
- Provide a mix of home sizes with housing suitable for every stage of life.
- Provide a mix of home types primarily flats but including terraced houses delivered in high density, mixed use neighbourhoods.

BAKERLOO LINE EXTENSION

- Extend the Bakerloo Line and deliver three new stations along the Old Kent Road, speeding up the delivery of homes and jobs.

EMPLOYMENT, JOBS AND BUSINESS

- Double the number of jobs in the area from approximately 10,000 to 20,000.
- Increase the range of jobs by providing different types and sizes of employment space from laptops to forklifts including light industrial, maker spaces, warehousing and distribution, offices, workspaces, retail, leisure and entertainment facilities.
- Sustain the employment networks and ecosystems which help to make the Old Kent Road successful.
- Provide new employment space mixed with residential in innovatively designed buildings.

TOWN CENTRE, LEISURE AND ENTERTAINMENT

- Create a new major town centre, in a significantly more attractive and accessible environment. A variety of shops and facilities including local independent shops and large stores such as supermarkets, homeware and hardware available on the high street.
- Deliver exciting new activities in leisure, entertainment, recreation and play in the town centre for local people of all ages to get out and have fun in the day and night time.

PARKS AND OPEN SPACE

- Create three new parks: one at Mandela Way, one at the Old Gasworks and a linear park along the route of the Surrey Canal, which will connect existing and new neighbourhoods and help deliver the Greener Belt.
- Create new neighbourhood green links and spaces between these new parks, the stations and busy places linking to established residential neighbourhoods.

COMMUNITY AND SCHOOLS

- Expand existing primary schools to provide up to 9 additional forms of entry, one new secondary school and two new primary schools providing high quality learning, play, sports, arts facilities, open and inclusive for the pupils and wider community.
- Promote the co-location of nurseries and older people's accommodation for intergenerational learning and health
- Deliver a network of arts and cultural spaces which will provide a foundation for the local community, as individuals or groups, young and old, to explore and engage in continuous learning.

CULTURE AND HERITAGE

- Strengthen the identity of the Old Kent Road as a cultural destination, attracting new creative enterprises, a university and a major cultural attraction.
- Integrate the Old Kent Road's historic and valued character into new development, celebrating its industrial past and present
- Protect and enhance listed and non-listed heritage assets and buildings and spaces of townscape and heritage value and find new uses for old buildings.

HEALTH AND WELLBEING

- Reduce air pollution to improve the health and wellbeing of our residents.
- Build a new community health hub providing a focus for improving health and promoting healthy active lifestyles.
- New residential development will have zero car parking. New commercial development will need to commit to the use of electric vehicles. TfL will be encouraged to have a low emission bus fleet and schools will be located away from main roads.

OLD KENT ROAD TODAY

BOROUGH

ELEPHANT & CASTLE

WALWORTH

BERMONDSEY

BURGESS PARK

PECKHAM

CANADA WATER

LB LEWISHAM

Tower Bridge Rd

Bricklayers Arms

OLD KENT ROAD

Albany Rd

Bermondsey Spa Gardens

Mandela Way

Dunton Rd

TESCO

Southwark Park

Surrey Quays

South Bermondsey

Millwall Football Club

Verney Rd

Rotherhithe New Rd

Glengall Rd

ASDA

Sandgate St

Peckham Park Rd

Commercial Way

Hatcham Rd

Toys R Us

OLD KENT ROAD

KEY

- OA Boundary
- Core Area
- Borough Boundary (Lewisham)
- Existing overground station
- Main roads
- IWMF (Integrated Waste Management Facility)

0 0.5

Scale: 1:8,500

EXISTING:

AREA: 282 hectares

POPULATION: 35,000

HOMES: 14,500

JOBS: 9,500

BUSINESSES: 800

PERMITTED/UNDER CONSTRUCTION:
32,000 sqm commercial space
992 Homes
1 Primary school

Fig 4: *Old Kent Road Today*

BRICKLAYERS ARMS

MANDELA WAY
2,200 Homes
2,121 Jobs
1 Primary School

SOUTH BERMONDSEY & SPIL
2,106 Jobs

CANTIUM & ST JAMES STREET
1,012 Homes
900 Jobs
1 Primary School
1 Health Hub

SANDGATE STREET & VERNEY ROAD
3,680 Homes
2,820 Jobs
1 Secondary School
1 Indoor Sports Hall

HATCHAM, ILDERTON & OLD KENT ROAD
3,160 Homes
1,486 Jobs

LB LEWISHAM

BURGESS PARK

Bricklayers Arms
OLD KENT ROAD
Mandela Way
Albany Rd
Rotherhithe New Rd
Verney Rd
Park Rd

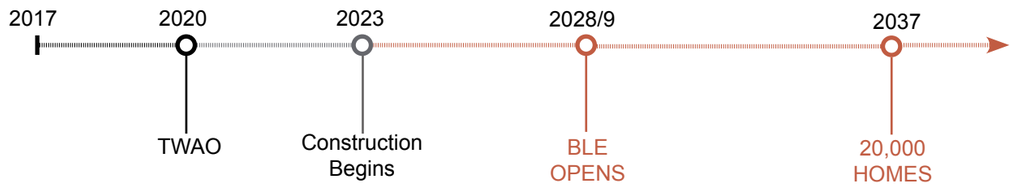
KEY

- Proposed New Bermondsey station
- Bakerloo Line Extention (BLE) station options (x4)

0 0.5
Scale: 1:8,500

Fig 5: *The Masterplan*

TIMELINE:

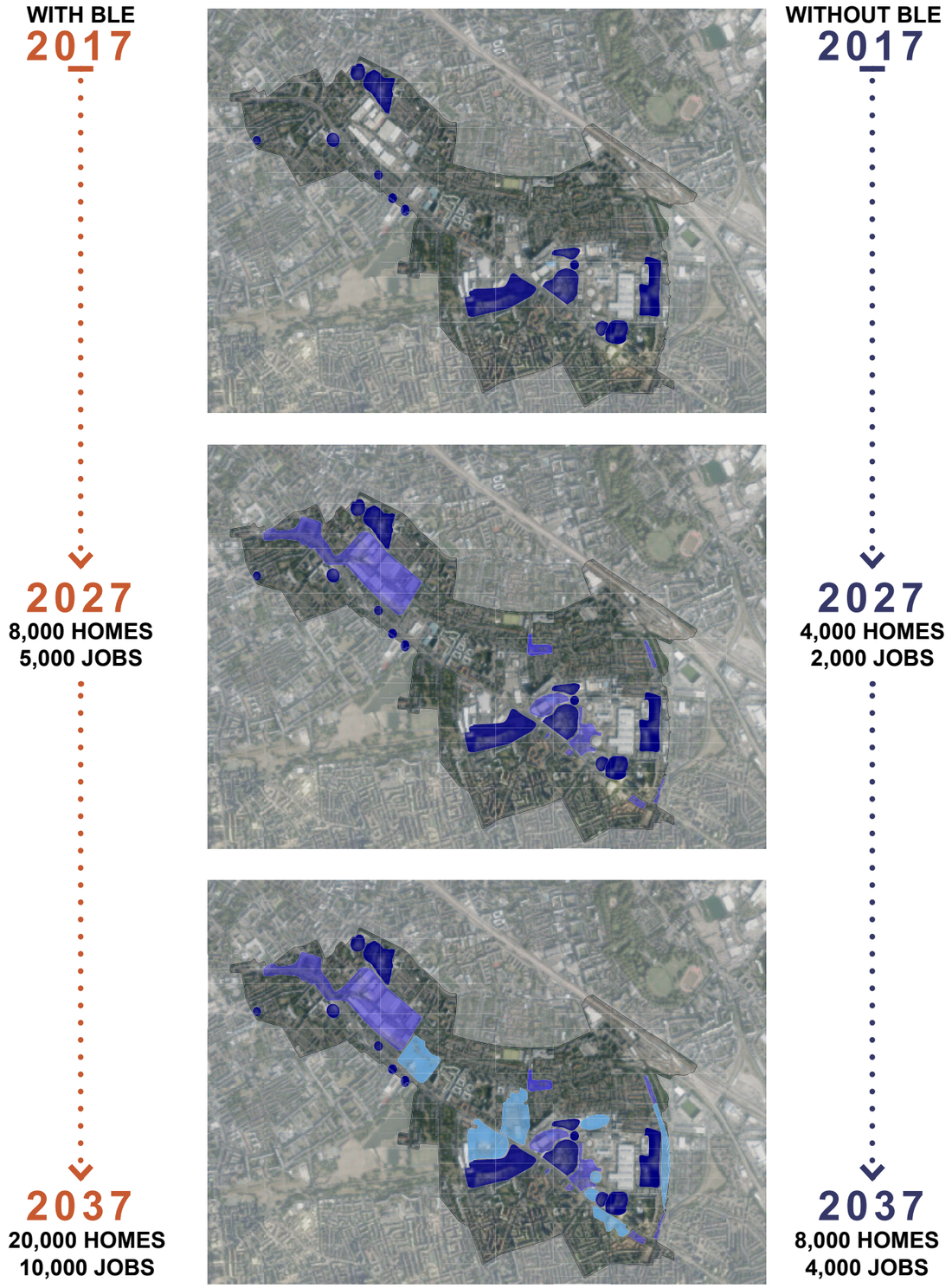


Delivery and Phasing

The delivery of the Bakerloo Line Extension is essential to the delivery of 20,000 new homes and 10,000 new jobs in Old Kent Road. Current developer interest and confidence in the future has largely been stimulated by the Mayoral commitment to deliver the BLE by 2028. It is absolutely essential that this confidence is not undermined. With a shortage of homes, and increasing demand for workspace it is important that this AAP/OAPF provides confidence to investors who will deliver the aspirations of the plan for the benefit of Southwark and the wider London context. The Transport and Works Act Order (TWAO) will be submitted in 2020 and the Mayor has committed to bring the completion date forward from 2030 to 2028/29.

To ensure that public transport capacity is sufficient to allow for the travel requirements generated by new development, the council along with the GLA and TFL will review the grant and implementation of planning permissions and progress towards the delivery of the BLE and other public transport enhancements each year to ensure that there is a match between transport and development capacity. We think that it will take at least 7 to 8 years to deliver 8,000 homes and by that time good progress will have been made on the delivery of the BLE. Should there be a mismatch between transport capacity and housing delivery until 2036, we will review options that may include the need to limit further delivery, potentially through phasing of development in the later stages of the plan. The potential of the Old Kent Road to provide a large number of homes and jobs at a rapid rate of delivery provides the business case that should ensure funding and avoid the need to limit housing delivery. Figure 6 demonstrates the expected phasing of development over the next 20 years with and without the BLE.

Additionality



AAP 1: The Masterplan

Development proposals must be in general conformity with the masterplan.

Reasons

Development will take place over 20 years so a plan is needed to make sure that all of the change is integrated. To make it happen, development will depend on the effective collaboration and joint working between developers, landowners, businesses, infrastructure and utilities providers, residents and the wider community. The public sector, including Southwark Council, Lewisham Council, the Greater London Authority and Transport for London will play a proactive leadership role. The masterplan sets out whether we expect to see housing, employment, shops, schools, health or community activities on each site. The design of the streets, parks, buildings and the environment are also shown. There is no single large landowner on Old Kent Road and therefore a masterplan helps to show landowners, businesses, developers, the public sector and residents our expectations so that everyone works together on all sites to achieve comprehensive developments that are not constrained by the first phases of development. The masterplan is shown on Figure 5 and in the sub areas.

AAP 2: Site allocations

Site allocations have been designated on the Adopted Policies Map. Planning permission will be granted for proposals in accordance with the Adopted Policies Map and site allocations listed in the sub-areas.

The 'required land uses' within the proposals sites must be included. Planning permission may be granted for 'other acceptable land uses' provided that it is demonstrated that development of the 'required land uses' is not compromised.

A temporary planning permission may be granted to allow good use to be made of a vacant site prior to the commencement of a permanent scheme.

Reasons

There are 18 site allocations representing 66 hectares of land that can be redeveloped in the Old Kent Road area. A further 26 hectares of land will be retained as Strategic Protected Industrial Land (SPIL) that has the potential for industrial intensification. Some of the site allocations are areas where land ownership is very fragmented and some businesses have long leases on their premises. For each of the sites we have estimated the capacity for development which is based on the testing of the masterplan. The estimates of capacity are approximate and should not be interpreted as targets to be achieved.

AAP 3: Infrastructure and delivery

We will work with infrastructure, digital infrastructure and utility companies and neighbouring boroughs to support large scale development. We will also encourage developments to explore shared servicing options and to ensure adequate infrastructure (both social and physical) is in place to support the occupants of developments through their lifetimes.

Development must facilitate the extension of the Bakerloo Line including the provision of access to the stations and reinforce their role as transport interchanges. Underground stations will be located on the Old Kent Road and should be designed to ensure that they can support development on the entire site and relate positively to the new neighbourhoods.

Development must provide water supply and wastewater infrastructure capacity to deliver supporting infrastructure at an early stage to ensure impacts are effectively mitigated.

Reasons

To support growth, significant intervention is needed to upgrade the existing infrastructure, such as buses and cycle paths, schools, health and leisure facilities, green links and parks. It is also essential that there is adequate water, waste, energy and transport infrastructure to facilitate and support the anticipated growth. A network of walking and cycling routes needs to take people to and from the stations and link the stations with the shops, leisure and other activities.

The most significant infrastructure required is the Bakerloo Line Extension which will increase the public transport accessibility level (PTAL) of the road to the highest levels of 5 or 6 which will make most places within 10 minutes walk of the tube. It will provide 65,000 extra journeys in the morning and evening peak. This will provide a more efficient journey for passengers and will help to relieve congestion on buses, national rail and roads. This will transform accessibility for existing and future residents and workers to central and outer London. There are a number of options for new stations along the Old Kent Road and we are working with Transport for London to decide on the best locations.

The council is committed to a third station at Bricklayers Arms and we will carry out further masterplanning once the station locations are confirmed.

AAP 4: Social regeneration to revitalise neighbourhoods

We will continue to revitalise Old Kent Road to become a healthier place where existing and future residents and workers can all be proud to live and work. To achieve this exciting, ambitious regeneration programme we will:

- Ensure all our residents, and particularly existing residents, can access the benefits of our regeneration programmes and the opportunities created by those programmes for new homes, new jobs, new healthcare, new education facilities and new infrastructure; and
- Encourage residential development above shops to enliven town centres; and
- Ensure that our existing residents and neighbourhoods prosper from growth through giving people from every community the opportunity to get their voices heard from the earliest point and when decisions are made; and
- Enhance local distinctiveness and preserving and enhancing heritage by requiring the highest possible standards of design, creating attractive, healthy and distinctive buildings and places. This will be supported by providing green infrastructure and opportunities for healthy activities and improving streets and public places between buildings; and
- Provide targeted support in regeneration areas for all communities and particularly the disadvantaged, involving all of our services, partners and community based activities.

Reasons

Old Kent Road has a proud heritage and a great future filled with potential that is being delivered as part of one of the most exciting and ambitious regeneration programmes in the country. The Old Kent Road AAP/ OAPF promotes a more systematic approach to social regeneration, where wellbeing of existing and new residents and workers becomes the most important outcome of our regeneration efforts. Using our unique location in central London to benefit existing local residents, we will require innovative development of spaces to provide new council and other affordable homes for all ages, jobs, schools, shops and places to work. We need to ensure that there are infrastructure and services to make them function effectively. We need to protect the heritage and use this to provide character for places and activities. We need to make sure that existing local residents and businesses are considered and listened to.

AAP 5: Quality affordable homes

We will lead the way in London to build more homes of every kind in Old Kent Road and to use every tool at our disposal to increase the supply of all different kinds of homes. We will ensure that all new homes in Southwark are of such good quality that you will not know whether you are visiting homes in private, housing association or council ownership. To achieve this we will:

- Build 20,000 new homes by 2036; and
- Build at least 7,000 new affordable homes by 2036; and
- Build at least 4,000 family homes; and
- Build 10% of new homes as accessible and adaptable homes for wheelchairs users and homes for people with physical and mental health needs; and
- Build to high densities expected of central London; and
- Ensure as many homes can be built while providing space for all types of employment by sensitive development of areas that have both employment and residential uses to improve existing and create new places residents and workers find inspiring and enjoyable; and
- Maintain high housing quality standards; and
- Ensure vulnerable residents are helped to find the right housing to live as independently as possible; and
- Enable our residents to take pride in and feel responsible for their homes and local area.

Reasons

We are currently building around 1,500 new homes a year in Southwark with around 500 of these being affordable homes. This is consistently one of the highest levels of delivery of new homes within London and nationwide. It is widely recognised that rising rent and property prices in the private sector, the loss of council homes through the 'Right to Buy', and a lack of affordable housing means that younger generations may be forced to move away from their families and communities. Old Kent Road will provide a considerable number of our new homes in Southwark as we have enough sites to build at least 20,000 new homes with 7,000 of them as affordable. Table 1 sets out the affordable housing mix required for homes built to buy and homes built to rent. We require a minimum of 35% of all new homes to be affordable.

For new build for sale, we require 70% of the affordable housing to be delivered as social rented homes, and 30% intermediate homes. These could be shared ownership or privately rented at London Living Rent. We will ensure that we provide more council housing and that it should be of a high standard which is the most important issue for many of our existing residents. Intermediate homes may include Community Land Trusts. Table 2 sets out the required housing mix and Table 3 sets out the required space standards for accessible wheelchair housing. Innovative designs and creative masterplans will ensure that the improvements to, and creation of new places will mix new homes, work places and shops all linked to each other and the Old Kent Road. The creative and sensitive development of areas with land owners and developers working together will create new places which existing and new residents and workers find inspiring and enjoyable.

FACT BOX

Table 1: AFFORDABLE HOMES

	Homes to buy		**Homes to rent**		
Market homes	Affordable homes		Affordable homes		
65%	A minimum 35%		A minimum 35%		
	Social rent homes	Intermediate homes	Social rent equivalent	Affordable rent capped at London Living Rent equivalent	Affordable rent for household incomes between £60,000 and £90,000 per year
	A minimum 25% of total homes	A minimum 10% of total homes	A minimum 12% of total homes	A minimum 18% of total homes	A minimum 5% of total homes

Table 2: FAMILY HOUSING MIX

	Studios	**Two bedrooms**	**Three+ bedrooms**
Opportunity area core	5% maximum	40% minimum	20% minimum
Urban zone (remainder of the opportunity area)	5% maximum	35% minimum	25% minimum

Table 3: REQUIRED ACCESSIBLE WHEELCHAIR USER HOUSING MINIMUM SPACE STANDARDS

Number of bedrooms	**Minimum floorspace for apartments (sqm)**	**Minimum floorspace for houses (sqm)**
1b2p	65	N/A
2b3p	75	80
2b4p	85	100
3b4p	100	110
3b5p	110	120
3b6p	115	125

AAP 6: Businesses and workspace - The Bow Tie

We will strengthen the vibrant business community of Old Kent Road and promote an innovative mix of uses that includes light industrial, offices, manufacturing, distribution and creative workspaces from laptops to forklifts. To achieve this we will:

- Double the number of jobs from 10,000 to 20,000 by 2036; and
- Increase the range of jobs by providing different types and sizes of workspaces including light industrial, maker spaces, warehousing and distribution and offices as well as jobs in retail, leisure, education and entertainment; and
- Increase employment space for existing small and independent businesses; and
- Increase industrious workspace in developments along with housing, offices and shops using innovative design solutions; and
- Work with local business and other partners to make sure our residents are trained and ready to access the many exciting job opportunities.

Development must:

- Retain or increase the amount of employment floorspace (GIA) on site (B class use or sui generis employment generating uses); and
- Accommodate existing businesses on site or in the Old Kent Road action area or provide relocation options for businesses that will be displaced by development; and
- Generate employment where non-residential floorspace is required and result in an increase in the number of jobs provided; and
- Ensure that employment floorspace is suitable to meet current demand and intended occupiers; and
- Deliver workspace managed by a specialist provider for office and light industrial uses to support existing and new small businesses. The provider must be identified in the early stages of planning to ensure the space can be designed and tailored to specific needs; and
- Provide an element of affordable workspace on site that is either managed by a non-profit organisation or let to existing businesses from the Old Kent Road opportunity area. This should be secured for at least 30 years at rents appropriate to the viability of the business. If it is not possible to provide this quota on site a financial contribution will be required for off-site projects.

Reasons

The Old Kent Road has a diverse economy providing a range of industrial premises including manufacturing, servicing, storage and distribution with low vacancy rates. Some areas are already responding to changing demands for new workspace accommodating creative industries, artists' studios, galleries and co-working premises. There is increased demand for purpose-designed light industrial premises, co-working office space and hybrid space which would grow the number of new jobs. Hybrid space would cater for sectors such as craftwork, printing or graphic design requiring space for making and creating as well as requiring an element of office activity.

Mixed use development

Mixed use development will strengthen the special characteristics of the Old Kent Road as a creative and productive part of London and maintain the successful business community.

There are five sub areas of the Old Kent Road. Each of the sub areas contains bespoke requirements for creating mixed use building typologies which achieve a successful economic mix as well as delivering new homes. Figure 7 (The Bow Tie) demonstrates the approach to employment density strategically across the area. Near to the tube stations and along the Old Kent Road, high density new employment space will be delivered such as offices and co-working space for small businesses. There will also be opportunities for small manufacturing, artists' studios and creative enterprises. Further away from the Old Kent Road, new employment space will be lower density and accommodate depots, distribution sheds and industrious workspace that requires better access for HGVs, vans and lorries. Workspaces will remain flexible so they can adapt to changing business needs over time and suit a variety of uses.

The key features of successful mixed use development are the design and the management of space on the plots. Developments will be carefully designed to ensure businesses can function effectively and residents can live peacefully. The masterplan ensures businesses can be clustered to strengthen commercial identity and foster a vibrant business community. This helps to maintain a community where resources can be shared and deliveries and servicing would have least impact on surrounding residential development without affecting the function of the employment uses.

The plan also contains 26 hectares of land that will be kept in industrial use and identifies ways that these uses could be intensified to make more effective use of space. This will help increase the number of jobs in industrial use, make use of railway arches and continue to provide essential infrastructure such as waste facilities and electricity sub stations.

Existing businesses and managed workspace

At the present time over 65% of businesses in the Old Kent Road employ less than 10 people. It is important to maintain business space that continues to be available for a wide range of users, including those displaced by regeneration elsewhere in the opportunity area or other local small businesses. Workspace for existing businesses or non-profit organisations will be required as part of a planning obligation and may be bespoke to specific scheme or business requirements.

Major development proposals will be encouraged to work with a registered workspace provider to manage specialist space for small businesses from start-up stages and supporting future growth. A workspace provider is a specialist public, private or non-profit organisation which provides and manages offices or flexible workspaces for entrepreneurs, small businesses, artists and sole traders. The space provided will often promote co-working, including shared facilities and offer low cost and flexible lease terms or pay-as-you-go hot desking. Workspace providers may also offer business support and flexible terms to suit a wide range of business needs. Workspace providers often require workspace between approximately 500 and 2,500sqm for office or light industrial uses.

The council has established a Workspace Provider List for Southwark which responds to the increased demand for small, flexible and well managed workspace in the borough following a detailed application and screening process. This list will be regularly updated and help developers plan for workspace provision early in the application process.

Old Kent Road Business Network and business relocation

In the Old Kent Road there are over 9,500 jobs in a wide range of businesses. The business community is strong and provides key services to the central London economy. The nature of the space businesses required in the future will change, and already there are some external factors such as rising land values and lack of appropriate vehicular access limiting the types of businesses that can continue to thrive in central London.

However many businesses will continue to thrive and will adopt changing and more flexible working practices and requirements for space. New development needs to take account of these changes to help to retain the special characteristics of the Old Kent Road as a creative and productive part of London and maintain the successful business community.

The council has established the Old Kent Road Business Network to understand the requirements and aspirations of existing businesses and inform the types of new business space that are built in the area. Specific actions, for example relating to the relocation of existing businesses, will be captured within planning conditions and/or a S106 legal agreement where appropriate.

In cases where relocation would be required, railway arches and retained industrial areas in the Old Kent Road area should be utilised, particularly for businesses that need to temporarily relocate while redevelopment takes place. Suitable and available alternative premises should be identified in the Old Kent Road opportunity area in Southwark and Lewisham. New premises for relocated businesses should be in the right locations to suit specific requirements and enable the successful continuation of the business.

The South East Bermondsey industrial cluster includes sites across Southwark and Lewisham where there will be opportunities to relocate businesses from other parts of the Old Kent Road and will include joint working with Lewisham Council.

Skills

Many new jobs and training opportunities will be generated in the opportunity area, both during the construction phases and in completed developments. It is important that new jobs and training opportunities are targeted towards local people, supporting social regeneration in line with the approach established in the New Southwark Plan.

THE BOW TIE

LOWER

Employment Density

HIGHER

HIGHER

Employment Density

LOWER

LOWER

Employment Density

HIGHER

KEY

Office Hubs

SME / Co-working

Light Industrial

Industrial / Distribution

0 0.5

Scale: 1:8,500

Fig 7: The *Bow Tie*

AAP 7: Town centre, leisure and entertainment

The Old Kent Road will be transformed into a lively major town centre providing new shops, restaurants, cafes and local services for people to gather, shop, socialise and spend their leisure time.

To achieve this we will deliver
- A new major town centre, transforming the high street into a new destination which connects neighbourhoods on both sides of the road; and
- An attractive and bustling shopping street with entertainment and leisure facilities suitable for people of all ages to spend time in the day and night time; and
- A variety of shops and facilities including local independent shops meeting daily needs, as well as large stores such as supermarkets, homeware and hardware on the high street with quieter streets and community spaces behind the Old Kent Road; and
- A wide ranging and inclusive network of large and small, independent and institutional arts and cultural spaces and facilities which will provide a foundation for the local community, as individuals or groups, young and old, to provide continuous adult learning; and
- A brand new community health hub meeting the needs of the existing and new population and providing a focus for improving health and promoting healthy active lifestyles.

Development on the Old Kent Road must:
- Retain or increase the amount of retail uses (A1 use class); and
- Provide a range of shop sizes including supermarkets; and
- Provide retail (A Class uses) such as shops, cafes and restaurants; and
- Provide community, leisure and cultural activities to complement the shops; and
- Provide residential development and offices above shops.

Within the town centre, development may:
- Provide retail (A Class uses) such as shops, cafes and restaurants; and
- Provide community, leisure and cultural activities; and
- Establish new shopping frontages with smaller retail units in streets connecting onto the Old Kent Road within a network of streets and public spaces; and
- Provide opportunities for places to sit, neighbourhood events and children's play in a pleasant environment.

Reasons

The Old Kent Road already contains 95,000sqm of retail floorspace, employing approximately 1,500 people. We want to transform the Old Kent Road into a linear high street with shops, health, leisure and entertainment venues, restaurants and cafes to become an exciting and lively place for people to shop and spend their leisure time. New shops, leisure and entertainment facilities will ensure there is activity happening in the town centre both during the day and at night time, meeting the needs of a growing population. There is an established high street at the northern end with small shops and cafes which will continue to thrive. We are working with supermarkets and large shops to ensure they will be rebuilt along the high street alongside smaller shops to provide local shopping while making room for new homes, offices and enabling the creation of a new street network with walking and cycling routes.

The areas behind Old Kent Road will incorporate a network of streets and spaces lined with smaller local shops and community facilities in a quieter environment. Figure 8 shows the extent of the town centre and pattern of development for the high street. It is important that new shops and town centre facilities reinforce the role of the Old Kent Road and do not divert trade away from it. Depot uses like builders merchants that have retail spaces may also be accommodated on the high street with the service function behind, particularly on larger sites.

OLD KENT ROAD

Albany Rd

Southampton Way Rd

Peckham Road

OLD KENT ROAD

KEY

- Town centre
- Existing high street
- Proposed high street
- Options for health hubs
- 4 court indoor sports hall

0 0.5

Scale: 1:8,500

Fig 8: *Town Centre and high street*

AAP 8: Tall building strategy – The Stations and the Crossings

We want tall buildings in the right places to make significant contributions to economic growth and the regeneration of the Old Kent Road while delivering considerable public benefits.

To achieve this we will:

- Implement the 'Stations and Crossings' strategy for the distribution of tall buildings which will reinforce the proposed hierarchy of buildings, places and streets and define a clear pattern of development that will ensure a coherent, legible and well articulated townscape and skyline.

Development must:

- Deliver the three tier 'Stations and Crossings' tall building strategy, according to the key principles set out below and the pattern of development outlined in Figure 9. Further guidance is provided in the sub areas.

The tallest, 'Tier One' tall buildings (over 30 storeys) will mark the locations of greatest, city wide importance. They will be located at:

- The new BLE stations, to mark their city wide significance and optimise the use of land in the most accessible locations; and
- The principle crossings in the city structure, where the main roads from Peckham to Canada Water and from Walworth to Bermondsey cross the Old Kent Road; and
- The point where the new Surrey Canal Park crosses the Old Kent Road and adjacent to the largest new open spaces, like that proposed in the Ruby Triangle.

Mid height, 'Tier Two' tall buildings (between 16 and 25 storeys) will mark places of local importance to help define their character and assist navigation. They will be located at:

- Key junctions and larger open spaces along the Surrey Canal Park; and
- Other locally important crossings and junctions on the Old Kent Road; and
- At the borough boundary between Ilderton Road and New Bermondsey and close to the Old Kent Road.

'Tier Three' tall buildings (up to 16 storeys) will act as markers within the street scene. At appropriate corners and junctions, or in relation to important land uses, they will emerge from the lower buildings that enclose the streets and open spaces. They will be located at:

- Mandela Way Park, to offer commensurate enclosure to this generous open space without breaching protected views; and
- The south side of the Surrey Canal Park to offer definition to the open space without causing harmful overshadowing.

In addition, the distribution of all three tiers of tall buildings will be considered together to ensure that the overall tall buildings composition makes a positive contribution to the London skyline. In general, tall buildings will be avoided around the edges of the masterplan, where new development will meet existing, lower height housing.

The design of tall buildings will be required to:

- Carefully consider their impact on the skyline and their relationships with the surrounding context, including their relationship to existing and proposed tall buildings on neighbouring sites and to conservation areas and listed buildings; and
- Be of exemplary design; and
- Make a positive contribution to the local and strategic skyline; and
- Optimise air quality and pedestrian comfort at ground level; and
- Pay due regard to protected borough views from One Tree Hill and Nunhead Cemetery, and the London View Management Framework.

Reasons

Tall buildings will enable the retention of business workspace while delivering new affordable and market homes, jobs, school places, health facilities. This will free up space at the ground level for streets and parks and a revitalised high street. They will unlock development potential near to new stations and parks, helping to deliver them, and setting the pace for future change.

The three tier 'Stations and Crossings' tall buildings strategy will ensure that tall buildings are distributed across the area in a manner that is informed by the existing and emerging network of buildings, streets and open spaces. This will result in positive impacts on the townscape, skyline and local and strategic views. It will also ensure there is an appropriate transition in height from the lower surrounding neighbourhoods and provide attractive framing and enclosure to new streets and public spaces.

It will also ensure that the newly protected borough view of St Paul's Cathedral from Nunhead Cemetery is not harmed. As shown in Figure 9, the view crosses several development sites, most notably along Mandela Way.

KEY

1 Borough view - Nunhead cemetery to St Pauls Cathedral

2 London strategic view - Bridge over the Sepentine to the Palace of Westminster

TIER 1 (Above 30 storeys)

TIER 2 (Up to 25 storeys)

TIER 3 (Up to 16 storeys)

Bakerloo Line Extention (BLE) station options

Fig 9: *The Stations and The crossings*

AAP 9: Character and Heritage

We will transform the existing areas of large warehouses, car parks and industrial buildings into new residential and employment neighbourhoods that are safe and easy to move around because they are well connected. These new neighbourhoods will integrate new development to retain positive aspects of the area's historic commercial and industrial character.

The use of urban features such as the alignment of the Surrey Canal as a new linear park and the retention of locally important historic buildings will protect and enhance heritage by retaining features that positively contribute to the area and integrate them with the new development.

To achieve this we will:

- Protect and improve the Old Kent Road's historic fabric by requiring the retention and reuse of buildings and features that add character to the Old Kent Road area; and
- Require new buildings and spaces to respond positively to the Old Kent Road's heritage, layout and character. This will include reinstating buildings along the high street; and
- Ensure new neighbourhoods connect with existing communities, and provide safe and enjoyable walking and cycling routes for people to move around easily as they live, work and enjoy the area.

Development must:

- Preserve or enhance listed buildings, conservation areas and their settings; and
- Preserve or enhance locally important historic buildings set out in the sub area guidance; and
- Conserve and enhance the significance of sites of archaeological interest; and
- Ensure that the layout of new buildings and blocks enable people to easily walk and cycle through the new neighbourhoods and local area; and
- Use high quality, durable and robust building materials that contribute to a sense of quality and place, which is unique to Old Kent Road, as set out in sub area guidance.

Reasons

Our aim is to ensure positive local character and heritage is retained and easily identifiable within the area, with new development positively responding to its context, as set out in the sub area masterplans. Much of the opportunity area is currently characterised by large buildings and sites that are impenetrable to pedestrians and cyclists and are in many cases hard to navigate. The new neighbourhoods present an opportunity to improve the area with new resilient block structures that provide streets which make it easy to move around.

The high street will be transformed into a bustling shopping centre and behind the main road there will be leisure, shopping, cafes and a health hub on the new spaces and linked to parks and green routes. Some older industrial buildings like the Bottling Factory on Ossory Road or the Space Studios building on Bianca Road lend themselves to reuse as flexible workspace and these will be retained within new developments.

Archaeology is a finite and irreplaceable resource. The archaeology of the Old Kent Road area is covered by three borough designated Archaeological Priority Zones (APZs): 'Bermondsey Lake', 'Old Kent Road' and 'London to Lewes Road'. The 'Bermondsey Lake' APZ is designed to protect the palaeoecological environment and prehistoric archaeology recovered from the shoreline and relict fills of the large Late Glacial

Bermondsey Lake and the associated riverine geology and topology. The 'Old Kent Road' APZ has the potential to contain features associated with the former route of 'Watling Street', the major Roman road between London and Canterbury. The London to Lewes Road' follows the route of a second minor Roman road running south towards Lewes.

Significant archaeological remains predominately of prehistoric and Roman date have been discovered along the Old Kent Road from a number of sites. These works have identified multi-period archaeological deposits including in situ prehistoric flint-work and Roman settlement and ritual features, as well as Saxon, medieval and post-medieval archaeological deposits. The area also has a rich social history with evidence of important local industries and activities, for instance the chimneys at Glengall Road and Frensham Street, the cobbled yard at Livesey Place and the connection to George Livesey and the Grand Surrey Canal. Materials for new buildings and places will respond to the Old Kent Road's existing materials, character and heritage, so that the area retains and evolves its own strong sense of place, character and identity.

AAP 10: Parks, streets and open spaces – The Greener Belt

We will continue to prioritise the well being of existing and future residents. Parks and open spaces are part of what makes a good neighbourhood. We will provide new and improved parks, streets, open spaces and green routes that form the urban structure at the heart of the design of new neighbourhoods. To achieve this we will:

- Deliver the Greener Belt strategy by completing the links between Southwark's major parks and those in Lewisham and Lambeth through the creation of new parks as set out in Table 4; and
- Work with the Mayor to ensure that Old Kent Road becomes a Healthier Street, by prioritising pedestrians and cyclists, retaining existing and planting new trees, improving crossings and reducing noise pollution through using acoustic road surfaces; and
- Repurpose existing streets into new park spaces as set out in Table 4; and
- Re-landscape wide pavements to provide rain gardens (sustainable urban drainage), greater biodiversity and a healthier street environment.

Development must:
- Provide the new parks and green links shown on the masterplan and the sub areas; and
- Provide 5sqm of public open space per dwelling. If it is not feasible to deliver the open space on site, a financial contribution will be required.
- Provide temporary routes through sites in phased developments.

Reasons

The development of large sites in the Old Kent Road presents the opportunity to create a new network of parks and streets improving movement of people throughout the area and creating places for people to dwell and relax and to play and exercise. This is an area of open space deficiency and we have calculated that 5sqm of public open space per dwelling along with the new children's play space and new green routes are essential to provide a healthy place to live. We have prepared detailed masterplans showing how this open space will be central to the character, layout and design of new neighbourhoods. Parks should have good levels of sunlight. Figure 10 shows the location of existing parks and our proposals for new parks and green spaces. Table 4 describes the function of each park and our expectations for the creation of new parks. Existing spaces, including larger parks are also essential to provide leisure activities and habitats for wildlife. Green links will offer an attractive cleaner air option to walk, cycle or run. They will improve accessibility for residents in existing and new neighbourhoods with schools, workplaces, homes and leisure activities. Promoting healthier streets will deliver the aspirations of the Mayors Transport Strategy and we will use CIL contributions from developers to secure improvements to existing park spaces.

OLD KENT ROAD PARKS

Southwark Park
North of the area Southwark Park is a traditional Victorian city park with gardens, greens, a bandstand, boating lake and a range of sports facilities.

Burgess Park
The largest park and destination for outdoor sports and cultural events in the north of the borough opens on to the Old Kent Road. The park is also a haven for nature. The council is delivering a masterplan to enhance the park, making it more attractive and accessible and improving facilities for sports and leisure.

Leyton Square
This park is being refurbished as part of the council's promise to have a top quality playground in every neighbourhood.

Brimmington Park
The western half of the park is a green and tranquil space for local residents. The eastern half has outdoor sports courts that the council is exploring how to turn into a football hub.

Bird in Bush Park, Swan Mead, Paterson Park and Bramcote Park
Neighbourhood parks with green space, play facilities for residents and nature areas.

Caroline Gardens
Historic gardens in the setting of the Victorian almshouses and the Asylum chapel. These will remain a private rather than a public space.

Bridgehouse Meadows
A large grassy meadow on high ground bordered by trees and wildflower banks popular for informal recreation. It is hidden away to the east of Ilderton Road but has views over the Old Kent Road area and is connected to the Quietway 1 cycle route.

NEW PARKS AND SPACES

Surrey Canal Park East and West
The historic route will be reimagined as a green corridor crossing the Old Kent Road. It will link new neighbourhoods to Burgess Park in the west and eastward towards Canada Water and Deptford. On either side of the corridor will be outdoor green rooms, each with their own character designed for people to play, exercise, work, relax, enjoy culture, grow food or take part in nature conservation.

Mandela Way Park and parks at Malt Street and Ruby Triangle
These green parks for workers, residents and pupils of new schools will provide quiet and natural spaces and neighbourhood play areas.

Gasholder Park
The listed gasholder will be the centrepiece to a new leisure destination.

Devonshire Road Pocket Park
A new small park space with the potential to bring a new market to the Old Kent Road.

Marlborough Grove
Reduced traffic, shared surfaces, planting and opportunities for a running track and pond to encourage biodiversity will turn this street into an attractive and safe environment for residents and the pupils of Phoenix Primary School.

Ruby Street and Murdock Street
Close these off to traffic and form part of a pocket park with the rear of the KFC site and a pedestrian route to Gasholder Park.

Hatcham Road
A commercially focused park opening up the neighbourhood with planting, seating and a new east-west walking and cycling link.

Rotherhithe New Road, Verney Road and Rolls Road
Raingardens and greening on wider pavements will help improve sustainable urban drainage.

Civic Spaces
Tube stations will open on to civic spaces will be part of the high street environment on Old Kent Road which will help disperse air pollution.

KEY

- Cycle quiet ways
- Proposed cycle routes
- Existing green space
- Proposed green space
- Proposed Energy centres

Fig 10: *Parks, streets and open spaces - The Greener Belt*

AAP 11: Cleaner, greener, safer

We will lead the way in creating a cleaner, greener, safer borough by protecting our heritage and environment, requiring the highest environmental and safety standards, and creating fantastic new places with sports and leisure facilities and environments that are fun, safe, easy to get to and enjoyable. One of the most effective ways is to make walking, cycling and public transport the most convenient, safe and attractive way to get around. We will also protect and improve our network of open spaces, trees and green corridors along with the use of urban greening to reduce flood risk and improve air quality.

Development must:

- Deliver an energy centre or link to one of the Old Kent Road decentralised heat networks that are shown on Figure 10; and
- Not create pollutant hot spots on site or for adjacent sites. This must be demonstrated by 3D dynamic modelling. Where it is not feasible to avoid pollutant hot spots, we will require mitigation using zero and low carbon measures; and
- Provide electric vehicle fleets for commercial development; and
- Provide 100% greenfield run off rates; and
- Provide a minimum of 70% greenfield run off rates on site using Sustainable Urban Drainage Systems (SUDS); and
- Provide any shortfall of greenfield run off rates off site. Where it can be demonstrated that it is not feasible to provide 100% greenfield run off rates, a payment to the council will be required to offset the shortfall.

Reasons

The increase in development could be a risk to the environment so we have an ambitious environmental strategy to create opportunities for using environmental technology and design to create a place with environmental excellence. All of the new developments need to link in with affordable energy networks with low and zero carbon heat and power generation, distribution and supply networks. The council has published a decentralised energy strategy which shows that several local, interconnected energy centres installed across the opportunity area, initially equipped with CHP technology will be the most efficient and deliverable system for the plan timescale. There may be the potential to connect new development and existing homes to SELCHP.

New development will also have SUDS to alleviate surface water run off and flooding problems. These SUDS measures can do more than just alleviate sewer network capacity and reduce the risk of surface water flooding. Green infrastructure delivered as part of SUDS, such as green roofs, green walls and pavement rain gardens, can improve biodiversity and capture and improve water quality by removing pollutants. This cleansed water could then be re-used within the development rather than discharged into the sewer network, further reducing flood risk. Air quality measures need to be put in place so that developments do not cause hotspots which are very damaging to people's health.

AAP 12: Healthy active lives

We will maintain and improve the health and wellbeing of our residents, encouraging healthy lives by tackling the causes of ill health and inequalities.

To achieve this we will implement the Action Plan for a Healthy Old Kent Road to ensure:

- Current residents in and near Old Kent Road consider that they have benefited from the regeneration and that the quality of their lives has improved; and
- Current residents in and near Old Kent Road benefit from the new affordable housing and improved conditions in existing properties provided by the regeneration; and
- Residents of all ages and abilities feel that walking and cycling are safe, convenient and pleasurable activities for commuting, leisure and daily travel needs and active design principles are applied to all new developments; and
- The design and management of new buildings in the Old Kent Road minimise residents' exposure to harmful air pollutants indoors and outdoors; and
- Residents feel that there is sufficient access to healthy affordable food in the area and that the healthier choice is the easier choice; and
- Residents of all ages feel that there are affordable places to meet throughout the seasons; and
- New health facilities are integrated with other community services such as the new four court indoor sports hall; and
- Residents' mental health and wellbeing are improved by access to more and better green spaces.

Development must contribute to:

- Community and health facilities in a community health hub in the town centre; and
- Improvements to parks including Burgess Park, Leyton Square Recreational Ground and Brimmington Park; and
- Providing completely new parks in each part of the opportunity area: at Mandela Way, the old Gasworks, Ruby Triangle, Hatcham Road and a new linear park following the former Surrey Canal, with a series of unique open spaces to explore, each with a different character and purpose.

Reasons

We will promote healthy streets and neighbourhoods with cleaner air, pleasant town centres to shop, eat healthy food, socialise and get access to health services, all within walking distance and very convenient for cycling. This will enable people to move around the area without using the car, address physical and mental health issues and improve the every day experiences of residents, workers and shoppers. Affordable housing will allow people of all incomes to stay in the area and benefit from these improvements. The Plan for a Healthy Old Kent Road will coordinate health interventions and measure success.

A new community health hub will be delivered in the early 2020's providing integrated care, making health services more accessible and improving health and wellbeing. Located in the town centre, it will be convenient and can be integrated with healthy leisure uses. The health hub will provide the space for the GPs and other primary healthcare needed for a growing population as well as benefitting existing residents.

AAP 13: Best start in life

We will give all our young people the best start in life in a safe, stable and healthy environment where they have the opportunity to develop, make choices and feel in control of their lives and future. We will bring a new university and other higher and further education facilities to the Old Kent Road. We will continue to provide good and outstanding schools which have sports, art and leisure facilities which are accessible to local communities.

Development must contribute to:
- The provision of new childcare places including nurseries; and
- The expansion of existing primary schools to provide the equivalent of 9 new forms of entry; and
- The provision of 2 new primary schools to provide up to a total of 6 forms of entry; and
- The expansion of secondary schools including one new 6-8 form of entry secondary school and one sixth form; and
- New and improved higher and further education facilities; and
- Improvement of child and youth play space at Brimmington Park, Burgess Park and Leyton Square.

Development of new and existing schools must:
- Be in line with DfE Building Bulletin 103 standards and other published ESFA and Southwark guidance for good school design; and
- Sit well within the context and respond to the specifics of the location; and
- Be far enough away from main roads to protect children and young people from air pollution; and
- Have a siting and orientation that allows the school to have architectural presence and make a positive contribution to the local environment; and
- Have good sized pupil entrances that provide a sense of welcome and are located away from residential entrances and major traffic junctions; and
- Consider safeguarding and privacy of residential homes and school facilities; and
- Provide for flexible, well connected spaces with good light, air and a feeling of occasional height in internal teaching spaces; and
- Provide high-quality external space specific to the learning and development needs of pupils attending the school, from EYFS right through to KS4; and
- Ensure that indoor and outdoor facilities are available for community use.

Reasons

We will encourage excellent local universities, further and higher education alongside secondary school sixth forms and creating links between schools and businesses. These will create ambition in local children as these are part of their environment as they grow up. They can find local courses and secure apprenticeships and training. To achieve this we need to expand university, further and higher education provision, pre-school care, existing schools, and provide new schools. These will also be required to help those with special educational needs. School expansion is needed so that we can meet our statutory duty to provide enough school places to respond to the numbers of children moving in to Old Kent Road. New nurseries and other childcare are required to enable parents to work as there are an estimated additional 300 spaces required. Local sports and play space is important for children of all ages to enable them to develop, stay fit and have fun. Figure 11 shows the locations of our current schools in the local area and proposals for the location of new schools.

Designing schools effectively is important to provide productive learning and playing environments as part of the local places. Schools are great community hubs for pupils, parents and teachers and they can create income for the school. Community use can build a local community presence and identity and makes local sports facilities accessible for local residents and workers. There is scope to develop intergenerational benefits from the co-location of older people's housing with nursery schools and this is something we will explore with developers.

The ability of pupils, especially in primary schools, to move freely between internal teaching areas and the outdoors should be maximised in design so there is a feeling of light and air. Research has shown that freedom of movement in schools aids teaching and learning. It is essential for children and young people of all ages to spend time outside.

The Government's Building Bulletin BB103 sets out the guidance for minimum area standards. It is important to meet these area standards as they are used by the Government to decide whether or not to support a free school or academy projects and give funding to a sponsor.

The libraries in and around the opportunity area at Peckham, Canada Water, The Blue, New Cross and the new library planned for Thurlow Street provide good coverage in meeting current needs.

St James CofE (1st)

Grange Primary School

Boucher CofE

Harris Academy

Southwark Park School

Townsend Primary School

Cherry Garden Primary School

Spa School

City of London Academy

Galleywall Primary School

Enhglish Martyrs RC

Surrey Square Primary School

Phoenix Primary School

Walworth Academy

John Keats Primary free School

Ilderton Primary School

Michael Faraday School

Cobourg Primary School

LB LEWISHAM

Pilgrims' Way Primary School

St George CofE

Angel Oak Academy

St Francis RC School

Camelot Primary School

KEY

- Proposed new Primary School
- Proposed school option in mixed use development
- Primary School on standalone site
- Proposed new secondary School
- Proposed new secondary School expansion
- Potential locations for community health hub

Fig 10: *Schools and Health care*

Fig 12: *Old Kent Road – A part of central London*

Fig 13: *Old Kent Road – A better central London*

SUB AREA 1

MANDELA WAY, CRIMSCOTT STREET AND OLD KENT ROAD (NORTH)

CONTENTS

1. HISTORY

2. THE AREA TODAY

3. SITES AND MASTERPLANS

4. BUILDING TYPOLOGIES AND LAND USES

5. ACCESS, SERVICING AND FRONTAGES

6. STREETS, PARKS AND PUBLIC BUILDINGS

7. BUILDING HEIGHTS

8. DESIGN GUIDANCE

HISTORY

The Old Kent Road has a history stretching back some 2,000 years. Initially a Roman road, Watling Street, connecting London and the south-east, it became renowned in medieval times as part of a major pilgrimage route to Canterbury. St Thomas-a-Watering, mentioned in Chaucer's Canterbury Tales, marked the point at which the Earl's Sluice crossed the Old Kent Road at today's Shorncliffe Street and Tesco store. For a long time the Earl's Sluice marked the boundary between Kent and Surrey, before being culverted and incorporated into London's sewer network in the early 19th century. Earl Road which ran across the Tesco store site was home to a local street market.

In the 19th century, as London grew out along its radial routes, terraced houses, schools, churches, pubs, gardens and industry were built on farmland either side of the road. Shops were subsequently built on the front gardens of town houses to form the high street. A major railway was opened in 1844 terminating in Bricklayers Arms station, which was later converted to a goods depot and carriage sidings in 1852. Victorian and Edwardian industrial buildings can still be seen at the Rich Estate and Crimscott Street, as well as early social housing at the Peabody courtyard tenements.

The railway had declined by the 1970s and the railway land was redeveloped. This removed some of the physical barriers between Bermondsey, Peckham and Walworth but Dunton Road remains one of the only links from Old Kent Road to the north. Cul-de-sac housing estates were built on former railway sidings to the east. The Mandela Way Industrial Estate opened in 1984 providing wide single storey sheds for modern industry. Post-war planning also saw the creation of council housing estates with green landscaping, the Bricklayers Arms junction and flyover and Burgess Park. In the 1990s functional out-of-town retail warehouse units with large areas of car parking were built for the Tesco supermarket at Dunton Road and other shops in the Southernwood Retail Park.

Top: *Old Kent Road*
Below: *Pages Walk*
Right: *Peabody tenements*

WEST BERMONDSEY
No. 3, BERMONDSEY W.
Goods Shed
Goods Shed
Goods Shed
Sorting Shed
Willow Walk Goods
Cattle Pens
Goods Depot (S.E. & C.R.)
Timber Yard
Guinness Trust Buildings
Dover Bldgs.
Dover Bldgs.
Crane
Crane
Chv.
Chv.
Chv.

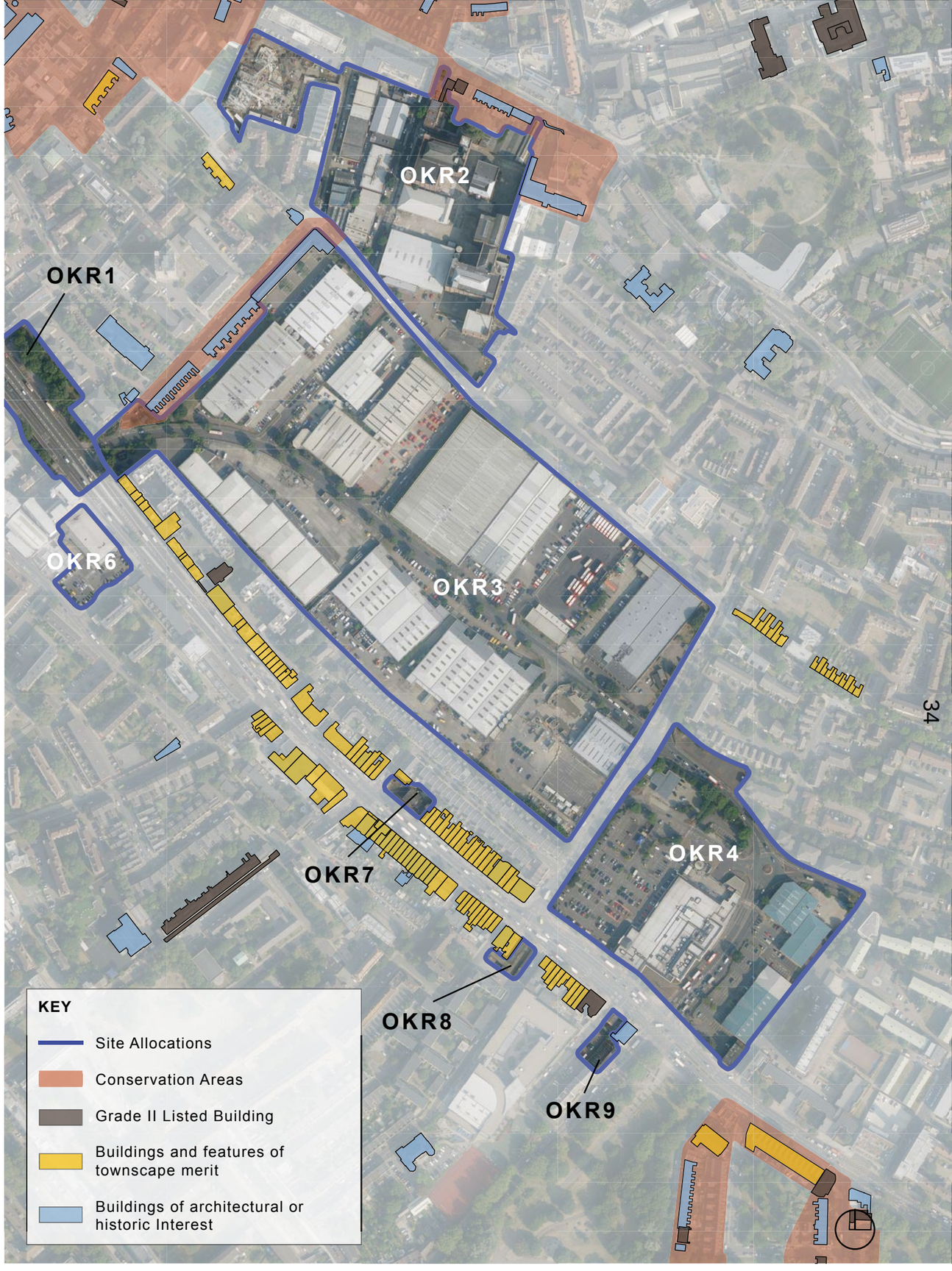
THE AREA TODAY

The north end of the Old Kent Road contains the area's oldest buildings and local shops, services and restaurants, serving a wide range of food. The Thomas a Beckett pub, famous for its boxing gym, overlooks the eastern entrance to Burgess Park, the largest open space and leisure destination in the north of the borough. Opposite the park, the Tesco supermarket and retail park draw shoppers from the Old Kent Road and surrounding areas. Presently the retail stores, car parking and the road gyratory on Dunton Road, Humphrey Street and Mandela Way create an unattractive environment, particularly for people walking and cycling. The high street also suffers from air and noise pollution from traffic.

North of the Old Kent Road, traditional industry has largely been replaced by high value storage and distribution uses serving central London, including specialist art storage for the Tate. The Mandela Way estate sees 24 hour traffic of heavy goods vehicles and delivery vans. The former Czech army T-34 tank at the junction of Mandela Way and Pages Walk is a local landmark. In the older industrial sites at the Rich Estate and Crimscott Street creative businesses have been established in recent years, taking advantage of being on the edge of central London. The Mandela Way estate only has two road entrances and two further entrances into an alleyway across the site so does not make it easy for people to move across the area. Commercial sites are walled or fenced in presenting blank walls to surrounding streets. Quietway 1 is a major cycling route running along tree lined Willow Walk on the northern edge of the industrial estate.

Surrounding residential neighbourhoods are of a mixed character with late 20th century council housing on the Harold, Setchell, Astley and Longfield estates as well as new council homes on Willow Walk. There are older Victorian terraces to the west of Old Kent Road and on Pages Walk, where historic railway buildings are also found. East Street connects the Old Kent Road to Walworth and the new neighbourhood being created at the Aylesbury Estate but the Old Kent Road is not presently easy to cross at that point.

Top: *Distribution centre on Mandela Way*
Middle: *Burgess Park*
Bottom: *Shops on Old Kent Road*



SA1.1 *- Site Allocations and Conservation*

SITES AND MASTERPLANS
CRIMSCOTT STREET AND PAGES WALK (OKR2)

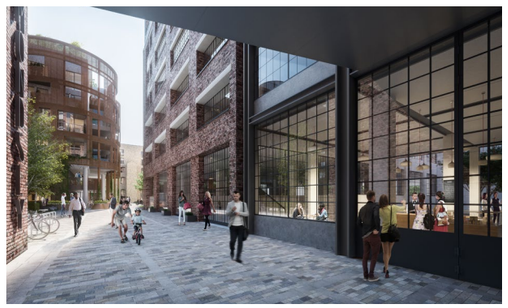
Plan:
We want the emerging office and creative sector in this area to grow and flourish. New homes and jobs will bring more activity to the streets and help rejuvenate this part of the opportunity area. Examples of 19th and early 20th century industrial architecture and their associated courtyards will be retained and renovated.

Site area: 3.8 ha
At the time of our survey in 2015, there were around 44 businesses and 550 jobs in this site.

Indicative capacity: 760 homes,
1,400 jobs

Redevelopment must:
- Replace existing employment floorspace (B use class) and provide a range of employment spaces (including affordable workspace) which are consistent with the building and land use types shown in Figure SA1.3; and
- Provide housing; and
- Provide new courtyard spaces within the Rich Estate; and
- Provide a pedestrian route through the Rich Estate from Willow Walk to Grange Road; and
- Provide on-site servicing.

Phasing:
A mixed use scheme is under construction on the Rich Estate and a residential scheme is under construction on Marshall House, Willow Walk. Pre-application discussions for commercial and mixed use schemes are ongoing on other parts of this site.



Bottom:Rich Estate impression of redevelopment

SA1.2 *- Sub Area 1 Masterplan*

SITES AND MASTERPLANS
MANDELA WAY (OKR3)

Plan
Mandela Way will combine distribution and residential land uses at a scale that has not been done elsewhere in London. This will transform Mandela Way into a key piece of central London with a mix of new employment space and new homes around a new park, Mandela Green, at the centre of the site and a new primary school.

Homes will be built on top and in front of new workplaces on the perimeter of new urban blocks. Small industrial units will be clustered near to new developments on the Rich Estate and Crimscott Street. Storage and distribution businesses serving central London will be located in the centre of the site. Offices and studios at will be provided near to the potential new tube station. There is also scope for accommodating a university or further education college. We will also explore the potential for Tate, who have their storage facility and conservation workshops on the estate to provide a major new cultural offer.

Redevelopment will improve pedestrian and cycle links between Walworth, Old Kent Road and Bermondsey. The edges of the site will be sensitively designed to enhance the setting of Pages Walk, the Peabody tenement blocks and the Grade II Listed White House and to create attractive frontages on Willow Walk and Dunton Road.

Site area: 12 ha
There are currently around 13 businesses and 1,684 jobs in this site.

Indicative capacity: 2,200 homes,
2,120 jobs

Redevelopment must:
- Replace existing employment floorspace (B use class) and provide a range of employment spaces, which are consistent with the building and land use types shown in Figure SA1.3; and
- Provide housing; and
- Provide a new primary school; and
- Provide a new park shown in Figure SA1.2; and
- Provide a pedestrian and cycle link from East Street via Hendre Road to Willow Walk and on to Bermondsey Spa; and
- Provide on-site servicing and management of vehicle movements across the site.

Phasing:
The site is divided between 7 landowners, with very large distinct plots either side of Mandela Way. The plots can be developed with a degree of independence while achieving a comprehensive redevelopment overall. Interest has been expressed in future redevelopment for the larger sites on Mandela Way but these are also subject to long leases or owner occupation for existing uses continuing for the medium term.

Mandela Way

SITES AND MASTERPLANS
DUNTON ROAD (TESCO STORE AND CAR PARK) AND SOUTHERNWOOD RETAIL PARK (OKR4)

Plan
We want to transform this car dominated retail area to make it a vibrant hub on Old Kent Road with shops, including a replacement supermarket, leisure facilities, offices and homes. Development and the potential delivery of a new Bakerloo Line station on the site will help reinforce the Old Kent Road as a high street with wide pavements and new shops. Burgess Park will have a much stronger presence on the Old Kent Road, with improved crossings connecting it with a generous sized square in the middle of the site. We will aim to remove the gyratory to reduce its car dominated character, to create a place which is much easier and more attractive for people walking and cycling.

Site area: 4.1 ha
There are currently around 5 businesses and 165 jobs in this site.

Indicative capacity: 1,240 homes,
680 jobs

Redevelopment must:
- Replace existing retail floorspace (A use class), including a new supermarket; and
- Provide leisure facilities (D use class); and
- Provide office space (B1a use class), consistent with the building and land use types shown in Figure SA1.3; and
- Provide housing; and
- Potentially provide a tube station; and
- Provide a new urban square visible from Old Kent Road; and
- Provide new pedestrian routes into the urban square at the centre of the site; and
- Remove the Dunton Road, Mandela Way, Humphrey Street gyratory to improve routes and provide a green and pleasant environment for people walking and cycling; and
- Improve pedestrian crossing of the Old Kent Road; and
- Provide on-site servicing.

Phasing:
The Tesco site and the Southernwood Retail Park are each in single ownership and can be delivered with a degree of independence while coordinating changes to the road network. The Tesco site may be required for construction of the Bakerloo Line Extension so will not be available until the late 2020s.

Tesco car park

SITES AND MASTERPLANS

Other sites: BRICKLAYERS ARMS ROUNDABOUT (OKR1); SALISBURY ESTATE GARAGES (OKR5); 96-120 OLD KENT ROAD (LIDL STORE) (OKR6); FORMER PETROL FILLING STATION, 233-247 OLD KENT ROAD (OKR7); KINGLAKE STREET GARAGES (OKR8); 4/12 ALBANY ROAD (OKR9)

Plan
All these sites will provide much needed new homes. The sites on the Old Kent Road will reinforce its role as a high street, providing shops on the ground floor with new homes, including council homes above.

At the Bricklayers Arms roundabout, the flyover will be removed, with a new piece of city townscape created which stitches the site back into surrounding neighbourhoods. As well as a tube station, the site can provide shops which front onto the Old Kent Road, new homes and a pocket park.

Site	Site Area	Indicative Capacity
Bricklayers Arms Roundabout (OKR1)	3.8	Dependent on BLE option
Salisbury Estate Garages (OKR5)	0.1	28 homes
96-120 Old Kent Road (Lidl Store) (OKR6)	0.3	140 homes, 75 jobs
Former Petrol Filling Station, 233-247 Old Kent Road (OKR7)	0.1	24 homes, 13 jobs
Kinglake Street Garages (OKR8)	0.1	22 homes, 13 jobs
4/12 Albany Road (OKR9)	0.1	24 homes, 38 jobs

Site area: 4.5 ha (combined)
There are currently around 3 businesses and 60 jobs in these sites.

Indicative capacity: 191 homes (excluding Bricklayers Arms), 140 jobs

96-120 Old Kent Road

Redevelopment must:
- Provide retails frontages onto the Old Kent Road and replace existing retail floorspace (A use class).
- Provide housing.
- Provide a new tube station (Bricklayers Arms).
- Provide on-site servicing.

4/12 Albany Road

Phasing:
Southwark Regeneration in Partnership is developing a mixed use scheme which provides new council homes on the former petrol filling station. The Kinglake Street site is proposed as part of Southwark's New Homes delivery programme and would provide new council homes. On both sites, homes could be completed by 2020 in the first phase of the AAP period. Development on the Bricklayers Arms roundabout may occur at the point the Bakerloo line works are complete.

Kinglake Street Garages

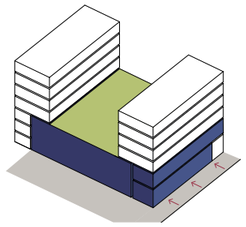
BUILDING TYPOLOGIES & LAND USES

It is important that development provides a range of commercial spaces including shops, offices, small, medium and large sized industrial and warehousing units and that these can be integrated into a mixed use area.

HORIZONTAL MIX: LARGE DISTRIBUTION AND STORAGE

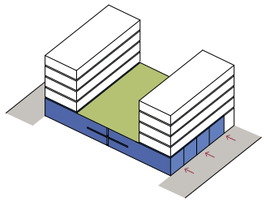
Large units over 500m² on the ground floor for large distribution and storage uses. Units should have large spans which minimise the use of columns. Ceiling heights should be at least 6-8 metres, with potential for mezzanine levels. For larger spaces 10-13 metres would be more appropriate. Single aspect units should be 15-20 metres deep and those with dual aspect 40-80 metres deep. Ancillary or separate offices may be stacked and provided on the street frontage with separate staff and visitor access. Residential flats can be provided above withsound insulation and protection from noise, dust pollutants and odours. Servicing should take place within the blocks.

Suitable uses: *Warehouses, distribution centres, large storage, depots (Class B1c, B8 and sui generis depots)*



HORIZONTAL/VERTICAL MIX: SMALL INDUSTRIAL UNITS

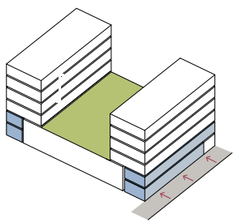
Individual light industrial workspaces which are less than 500m² and typically 150-200m². Vehicular access should be provided in an internal forecourt. Units may be stacked above ground floor, with large servicing lifts to facilitate deliveries. Units should be 15-20 metres deep for single aspect, in square proportions and avoiding columns. There may be potential for subdivision and formulation of hybrid spaces to include an element of office space. Residential is stacked above or adjacent to industrial uses.



Suitable uses: *Small scale manufacturing, storage and wholesale, food and drink manufacturing (Class B1c, B2 and B8 uses)*

VERTICAL MIX: SMALL OFFICE / STUDIO

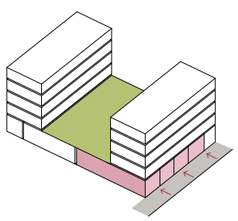
Offices and smaller studio spaces, typically comprising of units of between 10m² and 150m². Ceiling heights are generally lower, around 3.5 metres on average and up to 4.4 metres. Offices and studios should have dual aspect where possible to allow for maximum levels of daylight and natural ventilation. The building should allow for shared facilities and open plan floorspace allowing for different configurations to suit individual user needs. Units may be stacked above ground floor with residential on upper floors.



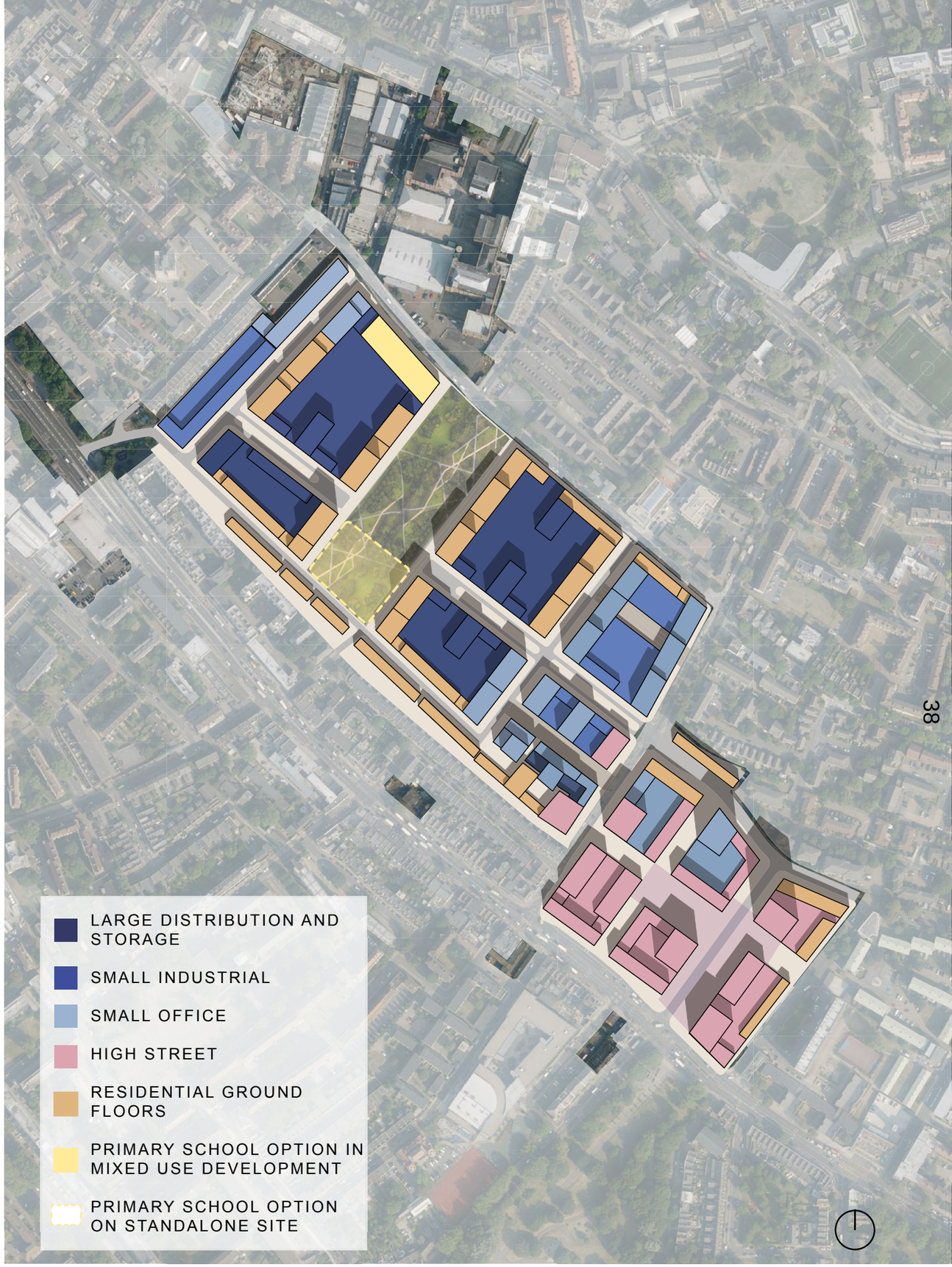
Suitable uses: *Professional and business services, artist's studios, creative businesses, small scale makers (Class B1a and/or B1c uses)*

VERTICAL MIX: HIGH STREET

New retail uses are provided on ground and possibly first New retail and town centre uses should be provided below residential on the Old Kent Road frontage and within the Southernwood Retail Park. There is potential to accommodate larger units such as supermarkets or leisure facilities which should have double height ceilings and internal access and servicing.



Suitable uses: *A range of shops, town centre services and leisure facilities (Class A1, A2, A3, A4, D1)*



***SA1.3** - Sub Area 1 Typologies Plan*

ACCESS, SERVICING AND FRONTAGES

Servicing:
Servicing(see Figure SA1.5) to commercial spaces and internal yards should take place off-street and accommodate direct ground floor access for all industrial uses. Servicing to shops should take place off Old Kent Road.

For storage and distribution uses, an internal servicing yard or street should be provided with bays at least 15 metres deep for deliveries, in addition to a 12 metre turning space for HGVs. Dock loading may also be required for HGVs.

For smaller industrial units, a shared yard space of at least 16 metres deep should be provided for deliveries in addition to a loading area. Service bays may be shared with similar uses. Space should be provided for 7.5 ton vehicle access and occasional HGV access.

Offices and studios should have provision for car and van delivery access, with occasional 7.5 ton vehicle access. Units should have safe and convenient walking and cycling links with staff and visitor cycle storage.

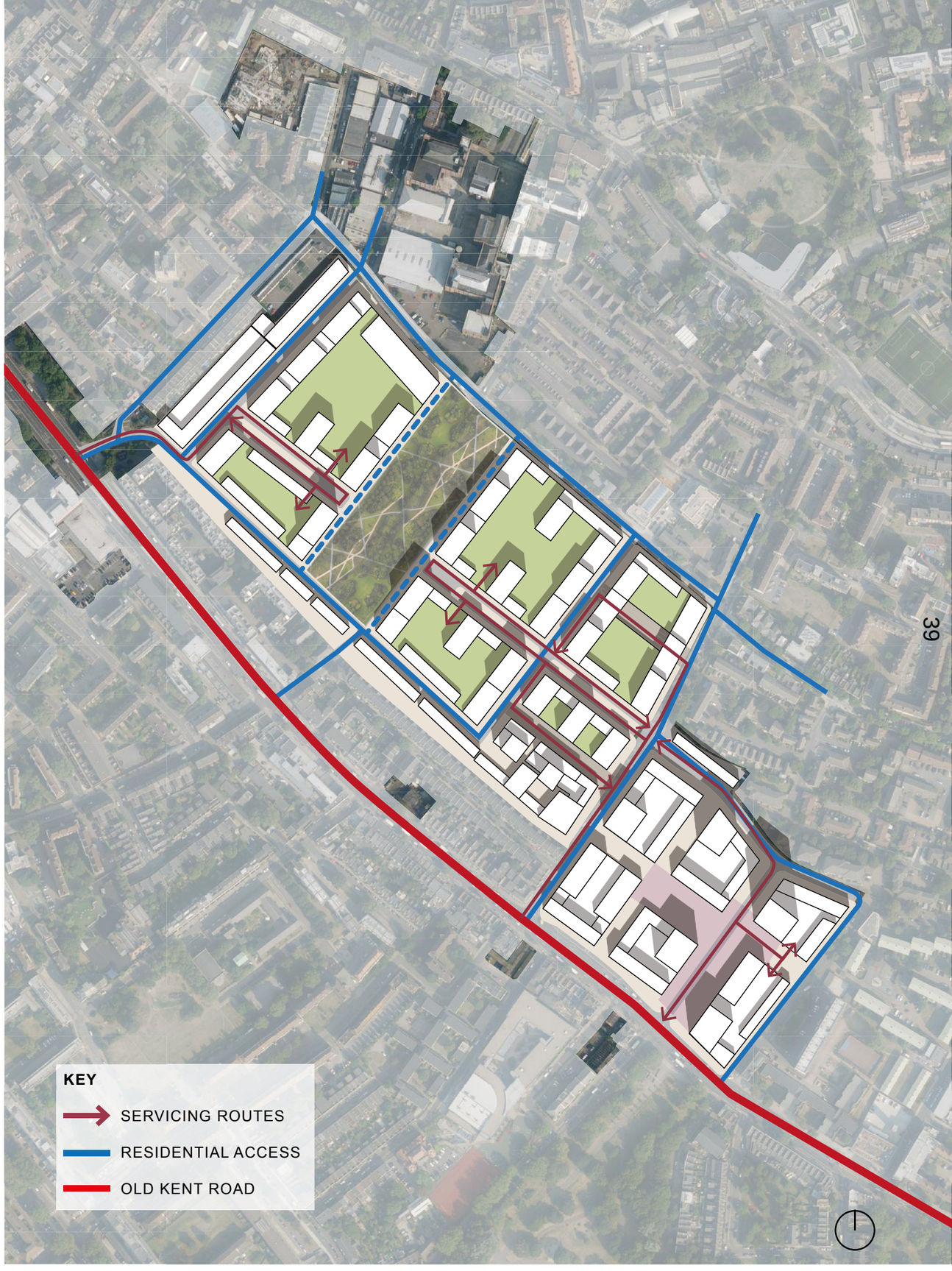
Frontages:
Frontages should help generate activity and vibrancy at ground floor by:

- Containing doors and windows which overlook streets and avoiding blank facades;
- Locating back-of-house functions, such as refuse stores, discretely to minimise their visual impact;
- Ensuring that any parking which is located within basements or structures where it can be wrapped with other uses;
- Wrapping active uses around the large shed spaces (e.g. offices, smaller retail or 'show room' spaces, or even residential maisonettes in quieter areas)
- Providing shopping and commercial frontages onto Old Kent Road itself.

Road network:
A new pedestrian and cycle route will be created from East Street via Hendre Road across the Mandela Way site to Willow Walk and Bermondsey Spa. Junctions will be improved at Old Kent Road / Hendre Road / East Street and Old Kent Road / Mandela Way with better pedestrian crossing and room for cyclists. At the northern end of Old Kent Road in the long term a new pedestrian crossing should replace the underpass after the Bricklayers Arms flyover is removed.

The gyratory on Dunton Road, Mandela Way and Humphrey Street will be removed, with improved pedestrian crossings on Dunton Road and Humphrey Street. The possibility of narrowing the carriageway should be explored and allowing vehicles to turn into Mandela Way.

The highway should be kept open on Mandela Way to serve existing industrial units until existing access arrangements have been reorganised. After which the road can be stopped up to complete the park. Turning facilities for articulated lorries must be provided on new plots for distribution uses, with a shared servicing loop and a management system to prevent such vehicles reaching a dead end at the new park or using new residential streets south of the park. North and westbound servicing traffic must be prevented from using Pages Walk and Crimscott Street as these are narrow and limited on Willow Walk to protect Quietway 1.



SA1.4 *- Sub Area 1 Servicing Plan*

STREETS, PARKS AND PUBLIC BUILDINGS

Development must help improve the environment for people walking and cycling, help strengthen the network of parks and improve the links between parks, the new tube station and other local facilities such as the Walworth Academy, primary schools and shops on the Old Kent Road.

1 OLD KENT ROAD
The redevelopment of the Tesco site and retail park will revitalise this part of the Old Kent Road, reinstating high street shopping frontages with new retail choices, including a replacement supermarket. As well as shops, a tube station will create potential for leisure facilities and offices which front onto a generous new civic square. The gyratory will be removed and public spaces made much safer and more attractive for people walking and cycling.

2 BURGESS PARK
The park will continue to grow as a major destination for outdoor sport, cultural events and nature conservation and offer space to relax. The park will be much more visible from the Old Kent Road and improved crossings and new public space around Humphrey Street will create better connections to surrounding neighourhoods.

3 MANDELA WAY PARK
A new local park with pedestrian and cycle links for residents from Old Kent Road, East Street and Bermondsey Spa. There will be a range of facilities for play and recreation, including lots of trees and other biodiverse greenery creating a tranquil environment and comfortable places to sit and socialise or rest.

4 MANDELA WAY
The road will be redesigned from an industrial access route to a new wide tree-lined urban boulevard. After development is complete the road will be stopped up to complete the park. As well as homes, the primary will front the park and there is potential for Tate to use the park as part of a wider cultural offer.

5 WILLOW WALK BUSINESS CENTRE
Completion of the courtyard surrounded by small business space and enhancing the setting of the surviving railway buildings.

6 NEW PRIMARY SCHOOL
A new 2-3 form entry primary school with an outstanding teaching environment where pupils move freely between airy and spacious classrooms and exciting external areas. This could potentially be accommodated within a mixed use block with the school fronting onto the park and outside areas accommodated at first or second floor level on the roof of the workspaces below. An alternative would be to provide the school in a stand-alone building in the park. This would reduce the size of the park, although the school's outside space and play areas would maintain the feeling of openness.

7 PEABODY TENEMENTS AND THE WHITE HOUSE
The setting of these historic buildings will be enhanced with an improved environment on Old Kent Road and new terraced residential streets to the rear.

8 RICH INDUSTRIAL ESTATE
Redevelopment of the industrial estate will preserve the best of the industrial heritage while introducing exciting new architecture, courtyards and a walking route through the site.

9 QUIETWAY 1
This important cycling route from Bermondsey and Deptford to central London will be improved by the removal of fencing on the southern edge of Willow Walk, introducing attractive new buildings and managing the kerbside. The original wall to the sideings will be retained where practical.

10 BRICKLAYERS ARMS FLYOVER
Construction of a third station at Bricklayers Arms with excellent links into surrounding neighbourhoods. Removal of the flyover and creation of a new high quality built environment better connecting the high street with Tower Bridge Road and New Kent Road and improving pedestrian crossings and cycling routes.

BUILDING HEIGHTS

Building heights in this area should vary in relation to the character and importance of the surrounding context as well as wider considerations including protected view corridors.

1. MANDELA WAY

Development in this area could potentially be visible within protected views of the Palace of Westminster from the Serpentine (a London-wide protected view) and from Nunhead cemetery (a locally protected view). As a result, there are limitations of the maximum heights that can be achieved here. Guidance on this can be found in the London View Management Framework and the New Southwark Plan. The other key elements of the building heights strategy here are:

- There should be four-storey housing backing onto the existing terraces along Marcia Road and the mansion houses that front onto the Old Kent Road;
- The new buildings fronting onto Willow Walk should be four to five storeys in height;
- The school should be incorporated into a new urban block, and should be up to three storeys in height; and
- Elsewhere in this area, heights should range from five to eight storeys with the potential for 'Tier Three' taller buildings on important corners, particularly where they front onto Mandela Way Park.

2. DUNTON ROAD AND SOUTHERNWOOD RETAIL PARK

There is scope for some significantly taller buildings here, outside the protected viewing corridors, reflecting the 'Stations and Crossings' strategy. The key elements of the building heights strategy here are:

- In the vicinity of the station entrance a new civic square should be created, which could be marked by two 'Tier One' tall buildings of a scale commensurate with the importance of the location and the size of the open space;
- Buildings fronting onto the Old Kent Road should be between five and eight storeys in height in order to frame the high street, with some potential for 'Tier Three' tall buildings in significant locations; and
- Elsewhere in the area, building heights will vary between 8 and 16 storeys, depending on their immediate context.

The design of taller buildings should:

- Carefully consider their impact on the skyline, especially in the context of surrounding heritage assets;
- Moderate the scale and modulation of façade elements to take long distance views into account (e.g. creating larger apertures); and
- Be grounded in public realm of a generosity that is commensurate to their height.

3. OLD KENT ROAD

Building heights in the other Old Kent Road sites in this sub area should relate to the scale and massing of neighbouring buildings. The key elements of the building heights strategy here are:

- The buildings fronting onto the Old Kent Road should be predominantly 4 to 5 storeys in height; and
- On larger sites, there is scope for the predominant height to rise to 8 storeys, with potential for 'Tier Three' tall buildings in the most significant locations.

4. RICH ESTATE AND CRIMSCOTT STREET

The key elements of the building heights strategy here are:

- Buildings fronting onto Crimscott Street should be between 6 and 9 storeys; and
- Careful consideration should be made of the impact of proposals on surrounding conservation areas and the settings of listed buildings, particularly the sensitive roof profile along the south either side of Pages Walk.

Indicative building heights and locations provided for illustration only

DESIGN GUIDANCE

The different parts of this sub area should feel different in many ways, but should also have a sense of unity and familiarity.

1. MANDELA WAY

The design of this area will be informed by its working, industrious character, with the buildings thought of as modern interpretations of traditional warehouses. The architecture will:

- Be solid and robust in appearance, with rational proportions and articulation;
- Be predominantly finished in brick, stone and concrete, with details highlighted in metal;
- Have expressed structural elements such as concrete lintels;
- Have punched window openings with relatively deep reveals, that reflect the nature of the uses within; and
- Avoid using lightweight materials like glass balustrades and timber cladding.

Mandela Way Park, the new open space at the heart of this area will take on the proportions and character of a traditional London square. It will;

- Be framed and enclosed by new buildings of an appropriate scale, with regular and well ordered facades;
- Be served by new pedestrian routes running through and/or around it, linking well to existing communities;
- Have a well designed relationship with the new primary school; and
- Provide opportunities for a significant new cultural offer at the Tate Collections site, perhaps accommodating a new sculpture park.

Deep window reveals with concrete lintels (Amnesty International Building, Witherford Watson Mann Architects)

2. DUNTON ROAD AND SOUTHERNWOOD RETAIL PARK

The design of buildings in this area should be reflective of a more significant change in its character. They may be reminiscent of the attractive and well detailed new brick buildings at Kings Cross or Blackfriars Road. This should be expressed by:

- Lighter and more varied architecture, with a 21st Century character, but also some commonality with the more industrious buildings around Mandela Way;
- More sculptural building forms, with framed rather than punched openings and more delicate or intricate details;
- Appropriate depth and layering of facades; and
- Using brick or stone as the main building materials, with details highlighted in metal.

High quality materials and more intricate detailing (Saxon Court, Kings Cross – Maccreanor Lavington Architects)

In this area the high street character of the Old Kent Road should also be reintroduced and reinforced with new shop fronts that are:

- Expressed according to a rhythm and proportion informed by traditional shop fronts elsewhere along the Old Kent Road; and
- Comfortable within the overall building framework, with vertical features continuing all the way down to the street, rather than visually separating upper and lower floors.

The new open space within this part of the sub area will be more civic in its character, designed to mark the potential station entrance. It should be thought of as a 21st century town square, with high quality hard landscaping and planting proposals and opportunities for spill out spaces from surrounding businesses and vibrant active frontages.

DESIGN GUIDANCE

3. OLD KENT ROAD

The design of buildings in each of these sites should contribute to the high street character of Old Kent Road by:

- Reinstating well proportioned and articulated shop fronts according the rhythm and proportion of traditional shop fronts elsewhere along the Old Kent Road;
- Ensuring that shop fronts sit comfortably within the overall building framework; and
- Choosing materials that are responsive to their context, most likely predominately brick with timber or metal framed shop fronts.

4. RICH ESTATE AND CRIMSCOTT STREET

The design of this area will be informed by the consented development on the Rich estate, particularly:

- The way in which it weaves old and new buildings together;
- The retention of a working character and aesthetic;
- The innovative use of brick and metal to generate a sense of place; and
- The quality of landscaping proposals.

An image of the approved Rich Estate scheme

An image of the approved Rich Estate scheme

SUB AREA 2

CANTIUM RETAIL PARK AND MARLBOROUGH GROVE

Southwark Council

CONTENTS

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3. SITES AND MASTERPLANS

4. BUILDING TYPOLOGIES AND LAND USES

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6. STREETS, PARKS AND PUBLIC BUILDINGS

7. BUILDING HEIGHTS

8. DESIGN GUIDANCE

HISTORY

Early 19th London prior to the arrival of the railways in the 1840s expanded rapidly along its heavily used arterial roads, including Old Kent Road (or Kent Road as it was called at that time). The early development along this section was rather grand suburban development aimed at the “carriage owning” classes who could afford to commute into London. The aspirations of the landowners in the area, including John Rolls (1735-81, his great-great grandson would be one of the founding partners of Rolls Royce) were high. This can be seen in the semi-detached villas in Glengall Road and the surviving terrace of housing opposite the McDonalds restaurant (541 to 553 Old Kent Road). However the building of the Grand Surrey Canal which reached Old Kent Road by 1807 ensured that the area would never be just a residential suburb.

The canal did not spark the boom in housing that had initially been predicted, and until the late 1820’s the canal relied mostly on market gardening for business. As late as 1871 Cottage Farm and its associated fields occupied the site of what is now the Asda car park. Industries slowly began to take advantage of the links back to the Surrey docks. The timber yards and lime kilns, that supported the growth in housing and later industries including breweries, tanneries, whiting and mineral water works had a significant impact on the environment. The breadth of industries increased, the first manufacture of recorded music being at the Edison Bell factory on Glengall Road. The high aspirations of the estates were revised and houses became more tightly packed and smaller, and more densely occupied. A contemporary observer wrote of houses, “packed in those close rows which almost seem to keep out the free air of heaven from their inhabitants”.

This part of London lacked park space. Early maps show the area covered almost entirely in development. Leyton Square, one of the earlier aspirational developments, was purchased by Camberwell Borough in 1898 for use as a public park, and was subsequently protected by the London squares preservation Acts of 1908 and 1932. The original buildings that fronted the Square were demolished in the early 1950’s for estate redevelopment. The Square remains a public park with an adventure playground.

The presence of so much industry and railway infrastructure resulted in the area being heavily targeted during the Second World War. Much of the war damaged housing was replaced either with new housing estates or industrial development. The character of the latter having become increasingly associated with distribution and storage rather than mass manufacture. The canal was filled in during the 1960s including the Nye’s Wharf and Park Road Basins. The traces of the canal can still be seen in the retaining wall to the tow path at the rear of the Asda car park and the rise of the bridges at Glengall Road and at Old Kent Road and in the timber/builders yards that still occupy the area and continue to serve central London.

Historic floor surfaces comprising granite sets have survived in Livesey Place and around the Victorian bottling/mineral water factory on Ossory Road and the aspiration is to retain these in redevelopment.

L.B. & S.C.R. BRICKLAYERS' ARMS BRANCH
Bricklayers' Arms Goods Depôt
S.E. & C.R. BRICKLAYERS' ARMS BRANCH
ALDERMINSTER ROAD
St. Augustine's Church
MELBOURNE STREET
CHARLOTTE STREET
ISLE OF DOGS
BRODIE STREET
EMILY ROAD
MARLBOROUGH ROAD
AVONDALE SQUARE
LITTLE MARLBOROUGH PL.
School
New Mills
MARLBOROUGH
TRAMWAY
SONAMY STREET
CATLIN ST.
Mineral Water Works
ANNE'S AVENUE
AULAY STREET
MALT STREET
BOWLES ROAD
HERMAN ROAD
OLMAR STREET
Motor Omnibus Depôt
Warehouse
Glengall Bridge
Trafalgar Bridge
Timber Yard
Dry Factory
Western Wharf
Borough Council Depôt
BLANDA ROAD
LATONA ROAD
Band Stand
Leyton Square
NORTH PECKHAM
UNWIN ROAD
REDDING ROAD
GRAINGER STREET
ETHNARD ROAD
TRIBIT STREET
LOWER PARK ROAD
Dryward Wharf
Longside Wharf
Townsend Yard
PENHOCK ROAD
COLEGROVE ROAD
SHIELDS STREET
Taylor's Bridge
St. Andrew's Church
Herbalist Retreat
Pension School
R.C. Church
Monastery
Tank
Ward Bdy.
Fountain
Drinking Fountain
Public Baths
Fire Station
Police Station
Gas Works
Chy.
Crane
Sluice
Wharf
Dock
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Lock
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Tunnel
Pier
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Ferry
Pumping Station
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Sluice Gate
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Graving Dock
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Boat Repairing Yard
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THE AREA TODAY

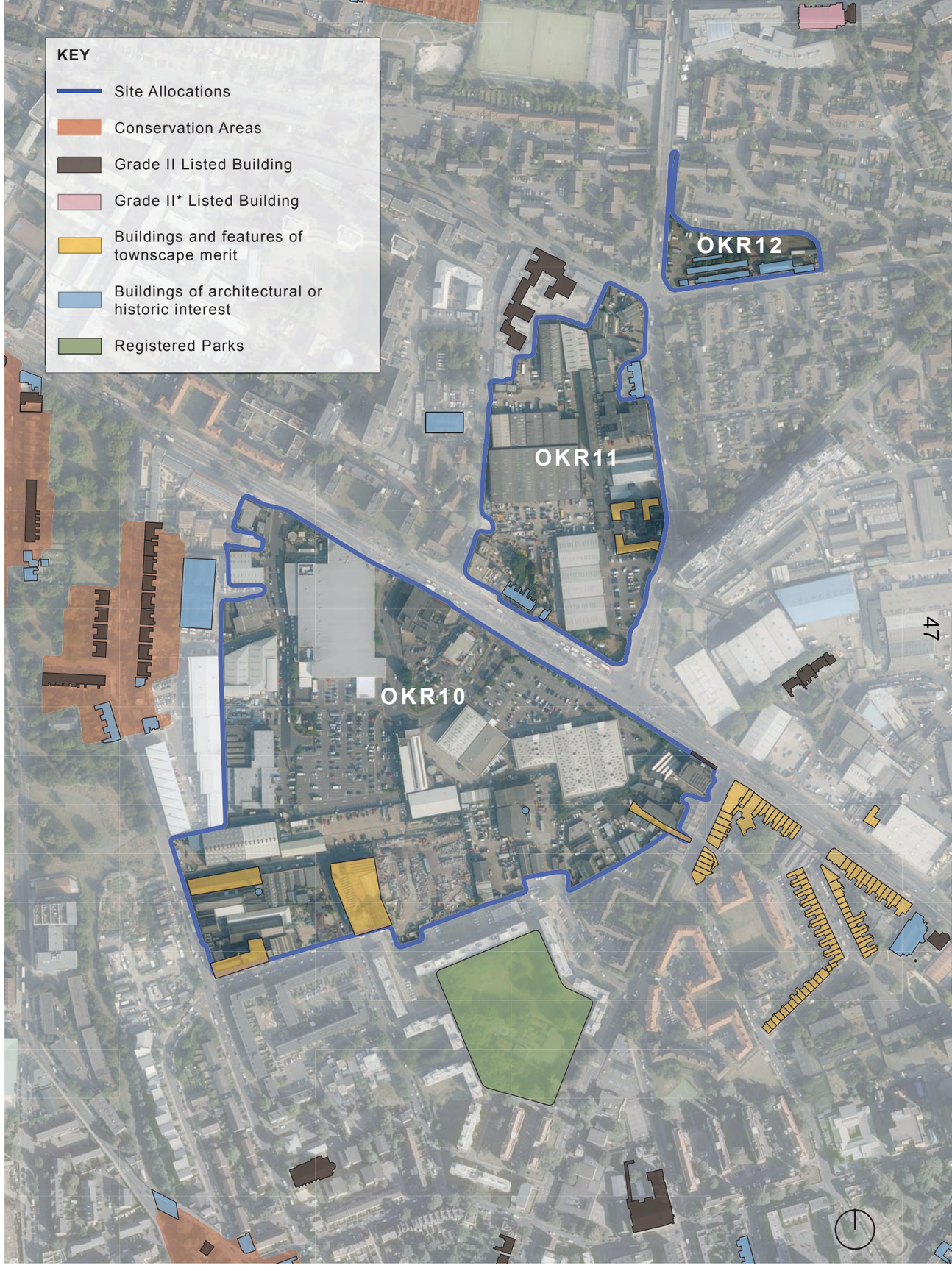
The south of Old Kent Road is dominated by the Cantium Retail Park and Asda superstore. This part of the Old Kent Road is very fragmented. The width of the road junction as Peckham Park Road crosses over Old Kent Road to Rotherhithe New Road, with its extensive lanes and slip roads, gives the area a very edge of city character. Sat behind the retail park are a mix of car dealerships, builders merchants, self storage business, small manufacturers, Southwark Council depots and artists' studios such as Space Studios on Latona Road. A new industrial estate has been built at Glengall Road on the site of an old patent safe manufactory and this is in part occupied by the arts industry which has a significant presence in terms of both production and storage and distribution. In all the area is estimated to employ 1,112 people.

While the canal has long gone, a direct connection from the Friary Estate or from Peckham Park Road to Old Kent Road is prevented by the property boundaries along the old canal route. This separates the most immediate residents from the shops and supermarkets and separates small and large commercial and retail businesses from each other fragmenting any sense of place and limiting the potential for local businesses to connect.

To the north of Old Kent Road a fragment of Georgian terracing remains with a new residential infill, the "Bath House" on the site of the old public baths. Along St James Road there is an old varnish and "Japan" factory, now sub divided into small business units. This sits opposite the Bermondsey Wall residential and school development and a fragment of Victorian residential terrace next to 1930's office buildings that have been converted through permitted development to flats. To the east is the sub urban low rise Southwark Council estate development of the 1980's. The listed Phoenix Primary School, which has been on this site in various forms since the late 19th century occupies both sides of Marlborough Grove. The centre of the block is dominated by the 6 Bridges Industrial Estate and the Selco Builders Merchants on the site of an old brewery and the extensive rear gardens of the original housing on Marlborough Grove. The industrial estates are fully occupied by a mix of builders merchants, trade counters and arts distribution and storage which employ over 200 people.

This city block, like its neighbour to the south is impenetrable. The servicing of the Six Bridges Estate along Marlborough Grove is shared with the Phoenix Primary School, not an ideal arrangement.

The walls that enclosed the railway sidings are visible along the northern edge of Rolls Road and the bridge on James Road originally carried it over the railway. The horse stable, horse hospital and its forge have also survived intact and are currently used by a metal fabricators business and as stabling for horses.



SA2.1 *- Site Allocations and Conservation*

SITES AND MASTERPLANS

LAND BOUNDED BY GLENGALL ROAD, LATONA ROAD AND OLD KENT ROAD (OKR10)

Plan:
The retail park is very much of its time pre dating the rapid and continuing growth of online business. Nonetheless, it provides a valuable service not just locally but to the wider south London area as well as being a significant local employer. The retail uses on the site such as Pets at Home, B&Q and Halfords should be retained in new high street formats. Similarly the Asda store will be retained and the use of the site intensified. There are limited food outlets in the area, (McDonalds and Subway) with considerable scope to expand this offer. The plan promotes office and residential development in line with the intensification of the newly designated town centre.

This area will continue to provide jobs within a range of business spaces, including standalone commercial buildings, such as at the Glengall Road Industrial Estate, Space Studios and in small industrial spaces and offices integrated into mixed use residential development. A new linear park along the Surrey canal route with a series of "basin" spaces of different characters that open off it will provide more direct connections between the residential and business communities and to Burgess Park. The Surrey Canal Park will have a more industrial character along Bianca Road reflecting the uses that flank it. Elements of the areas industrial heritage such as the bottling factory on Ossory Road, chimney on Bianca Road and on the Travis Perkins site, and the buildings adjacent to Space Studios will be retained.

The scale of development will be greatest at the crossing of the junction of Peckham Park Road and Old Kent Road reducing towards Burgess Park and the residential estates to the south.

Site area: 11.1 ha
There are currently around 41 businesses and 805 jobs in this site.

Indicative capacity: 4,200 homes,
3,100 jobs

Redevelopment must:
- Replace existing employment floorspace (B use class) and provide a range of employment spaces which is consistent with the building and land use types shown in Figure SA2.3; and
- Replace existing retail space (A class use) and activate frontages on the Old Kent Road through provision of retail (A use class), business (B use class) or community uses (D use class); and
- Provide land for a new primary school on the Asda site; and
- Provide a new park on the alignment of the former Surrey Canal; and
- Provide new pocket parks on the Asda site; and
- Potentially provide a new tube station; and
- Provide on-site servicing.

Phasing:
The council has received one large application and is in pre-applications on several other sites around the new Surrey Canal Park. The park and developments around it could be completed within the next 5 years. Development is expected happen on the Asda supermarket site and McDonalds, in the mid 2020s or 2030s, when the Bakerloo Line Extension is built.

SA2.2 *- Sub Area 2 Masterplan*

SITES AND MASTERPLANS
MARLBOROUGH GROVE AND ST JAMES'S ROAD (OKR11)

Plan:
The plan is primarily driven by the need to accommodate housing growth whilst retaining a wide range of commercial uses that help support the central London economy and provide a wide range of jobs to local people. The Six Bridges estate will be rebuilt with housing over and servicing out onto St James Road. In doing so the plan sets out to enhance open space provision for the Phoenix primary school and remove conflicts between vehicles and school use whilst providing a re-purposed and re-landscaped Marlborough Grove that could provide additional play space for the school, connecting both sides of the school campus. A new park we be built linking Marlborough Grove to St James's Road.

The scale of development will be highest at the "crossing" of the junction of Rotherhithe New Road with Old Kent Road and in the centre of the site reducing in scale towards the school and the residential fringes of the site. As well as larger distribution uses, smaller spaces will be provided at ground and first floors. Rather than being entirely demolished the older industrial buildings at 328-334 St James's Road should be selectively redeveloped, retaining the southern range of buildings and some of the northern range.

Site area: 4 ha
There are currently around 21 businesses and 252 jobs in this site.

Indicative capacity: around 1,012 homes, 900 jobs

Redevelopment must:
- Replace existing employment floorspace (B use class) and provide a range of employment spaces which is consistent with the building and land use types shown in Figure SA2.3; and
- Provide retail space (A class use) and activate frontages on the Old Kent Road through provision of retail (A use class), business (B use class) or community uses (D use class); and
- Provide housing; and
- Provide land for closing the central part of Marlborough Grove and re-landscaping it as a green space, for use of the Phoenix Primary School and surrounding neighbourhoods; and
- Provide a new park between the Selco and Six Bridges estate sites; and
- Provide on-site servicing.

Phasing:
Development will happen incrementally but will in part be determined by the need to find temporary accommodation for the larger business uses in the Six Bridges Estate and by leasehold reversions. Developments on the old petrol station site on St James Road and on the former Lobo factory on St James Road (Family Mosaic) are expected to start in the next five years. Development on the sites in the middle of the area, including Six Bridges, the adjacent warehouses and the Selco depot could take place in the early 2020s.

SITES AND MASTERPLANS
FORMER SOUTHERN RAILWAY STABLES (OKR12)

Plan:
The existing buildings, which include a forge, stables and former horse hospital, retained within a tight knit and characterful new development. The mix of uses should include new office, studios or light industrial uses in the retained buildings, with residential flats around. There will also be a new open space which could be a community garden or used for food growing and a new green link alongside the railway bridge to Quietway 1.

Site area: 0.6 ha
There are currently around 2 businesses and 8 jobs in this site.

Indicative capacity: around 119 homes, 70 jobs

Redevelopment must:
- Retain the existing floorspace and reuse for employment (B Class) purposes; and
- Provide housing; and
- Provide open space; and
- Provide on-site servicing.

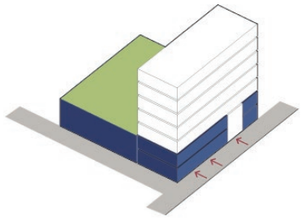
Phasing:
The existing business and forge are considering relocating and the site is expected to be available within the next 5 years.

BUILDING TYPOLOGIES & LAND USES

It is important that development provides a range of commercial spaces including shops, offices, small, medium and large sized industrial and warehousing units and that these can be integrated into a mixed use area.

HORIZONTAL MIX – Medium-large storage and distribution units

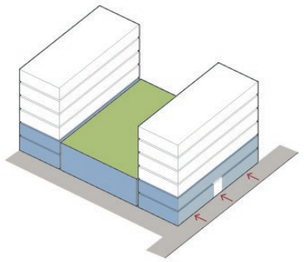
Large industrial units within mixed use buildings. Ceiling heights should be at least 6-8m and ideally 10m-13m for larger units. . The number of columns should be minimised and there should be sufficient space for on-site servicing and storage. The frontages around blocks provide scope for two storeys of commercial space which can be used for offices, showrooms and studios. Residential amenity areas can be located on the rooftop.



Suitable uses: *Storage, wholesale, distribution, depots (Class B1c, B2, B8 and sui generis depot uses) within the central spaces.*

HORIZONTAL/VERTICAL MIX – Small industrial units

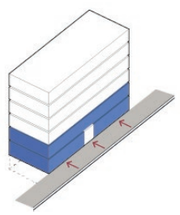
Double height spaces of 6-8m can be accommodated within the centre of blocks. Units would typically be 150-200m². Blocks can be wrapped within two storeys of workspace that can be used offices, showrooms and studios. Basement levels should be utilised to accommodate residential servicing, storage or commercial uses where appropriate.



Suitable uses: *Light industrial uses (Class B1c use) and maker spaces within the central space.*

VERTICAL MIX – Small office and studio

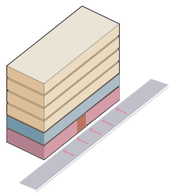
Workspace will be provided at ground and first floor. Ground floor ceiling heights should be a minimum of 4m. Basement levels should be utilised to accommodate residential servicing, storage or commercial uses where appropriate.



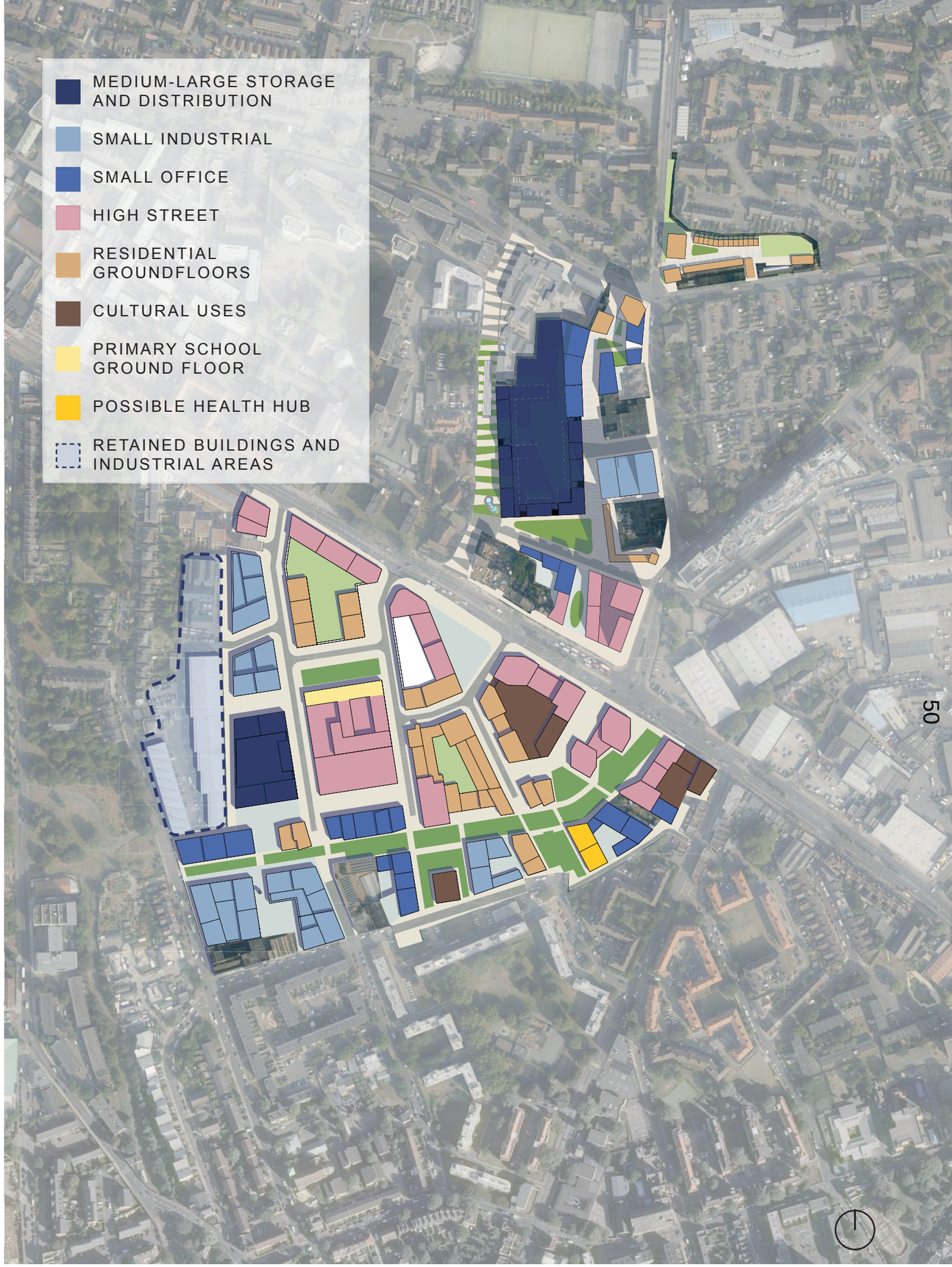
Suitable uses: *Artists' studios and office space (Class B1a and/ or B1c use).*

VERTICAL MIX - HIGH STREET

New retail use to be provided below residential flats or office uses. Where there are large retail units at ground floor, these will be double height and served by generous footways.



Suitable uses: *Larger retail units on the Old Kent Road suitable for supermarkets or larger stores. Small shops or cafés can be integrated into the area on Ilderton Road or Hatcham Road where these serve the local residential and worker population.*



SA2.3 *- Sub Area 2 Typologies Plan*

ACCESS, SERVICING & ACTIVE FRONTAGES

Servicing
Servicing to commercial spaces and yards should take place off-street to ease pressure on the road network. Where possible:

- Servicing should be rationalised to serve multiple commercial units to reduce the number of trips;
- To the north and south of the Surrey Canal the proposed perimeter blocks should have servicing consolidated within them;
- Servicing access across the Surrey Canal Park should be minimised;
- Servicing routes for the Six Bridges Estate should be relocated from Marlborough Grove to St James Road;
- Industrial units should have individual ground floor direct access for pedestrians and vehicle loading/unloading;
- Undercrofts should have a minimum height of 5m to allow clearance for delivery vehicles;
- Consideration should be given pedestrian and cycle movement in considering the design and location of loading bays and servicing access points.

Frontages
Frontages should help generate activity and vibrancy at ground floor by:

- Containing doors and windows which overlook streets and avoiding blank facades;
- Locating back-of-house functions, such as refuse stores, discretely to minimise their visual impact;
- Ensuring that any parking is located within basements or structures where it can be wrapped with other uses;
- Making ground floor working spaces visible from the street with openings thought of as a “window into working”. While solid external roller shutters should be avoided, innovative solutions to create adaptable and secure ground floor openings should be used;
- Providing shopping and commercial frontages onto Old Kent Road itself.

Road network
The opening of a new road connecting Bianca Street to Frensham Street should reduce traffic running through the Friary Estate and enable efficient servicing of the blocks south of the Surrey Canal Park. Creating a new service access from Livesey Place into the “Civic” block should enable the current servicing of the Topps Tiles site to be removed from the Old Kent Road frontage.

Reducing the traffic in Marlborough Grove should enable that street to be repurposed and reduce traffic at the junction with Old Kent Road.

SA2.4 *- Sub Area 2 Servicing Plan*

STREETS, PARKS AND PUBLIC BUILDINGS

Development will transform the large mono use industrial and retail areas into a mixed use development with green routes and new parks which connect homes and workplaces with schools, a rejuvenated high street on Old Kent Road and surrounding residential areas.

1 OLD KENT ROAD
Existing trees will be retained and enhanced with new planting. Introduce new high street frontages on the north and south side of the Old Kent Road. Create new spaces off the Old Kent Road which form a series of "rooms" along its length which complement the better aspects of its current character and provide a setting for the retail and institutional uses as well as mitigating air pollution.

2 SURREY CANAL PARK
Create a linear park along the route of the Surrey Canal. This will have a series of "basin" spaces that open off it as the original canal had, which will have differing characters according to the uses that front the park space.

- To the west at Bianca Road this will be part granite sets and part planted to allow access to the creative workspaces in the retained factory building on the corner of Glengall Road and Bianca Road. Similar treatment adjacent the Space Studios building will allow the process of making art to spill into the park space and be seen.
- At Malt Street the space will be "transactional" used by both the commercial businesses and residents that surround it.
- At Frensham Street a new community garden space will be created adjacent to the gardens of the Friary estate. The chimney stack on the Travis Perkins site will be retained.
- At the Old Kent Road park entrance a spaces will be created as a break out for a new institutional cultural use.
- The landscaping will be designed to encourage cycling and jogging along its length. In the shorter term temporary links should be provided across the old canal alignment.

3 GLENGALL ROAD BUSINESS PARK
Retain existing route through the estate.

4 LIVESEY PLACE
Establish as a retail/café lined street between the shopping parade on Peckham Park Road and the Surrey Canal Park/ Cantium development. The existing granite sets on the public highway and yard beyond will be retained.

5 FRENSHAM STREET
Extend northwards connecting to the new public space created adjacent to Old Kent Road to Marlborough Grove via a pedestrian crossing. Its southern end would be primarily residential. It would considerably enhance connectivity across the area.

6 INTERNAL COURTYARD SPACES
To the north and south of the canal internal courtyard spaces within the perimeter blocks will both enable servicing of industrious uses and also create attractive environments in which to work.

7 NEW PRIMARY SCHOOL
Explore the potential to build a new primary school on the Asda site.

8 MARLBOROUGH GROVE
In the longer term take servicing out of Marlborough Grove on the redevelopment of the 6 Bridges Estate and repurpose it as a play/sports/nature space for the Phoenix Primary school and wider community. Investigate the potential for partial closures of the street in the shorter term.

9 SIX BRIDGES PARK AND LOVEGROVE STREET
Create a new park space to the centre of OKR 15 to provide amenity and sports space including two tennis courts. Historic Lovegrove Street will be opened up to provide north south permeability and allow back of plot sites to come forward for development.

10 THE STABLES
Create a new food growing space to the rear of the stables and new pedestrian and cycle link onto Quietway 1 adjacent to the old railway bridge.

11 ROLLS ROAD
Replace the extensive asphalt pavement on the boundary with the Avondale Estate with rain gardens as part of a sustainable urban drainage scheme.

BUILDING HEIGHTS

1. LAND BOUNDED BY GLENGALL ROAD, LATONA ROAD AND OLD KENT ROAD

In line with the stations and crossings strategy, the scale of development here should be greatest at the "crossing" where Peckham Park Road meets the Old Kent Road. It should then reduce towards Burgess Park in the west. The key elements of the building heights strategy here are:

- The tallest 'Tier One' buildings should be located close to the Old Kent Road, around the point where the Surrey Canal Park crosses the road. There may also be scope for another 'Tier One' tall building to the north of the Surrey Canal Park, where commensurate open space can be provided;
- To the south of the park, buildings should be lower, between eight and 16 storeys, in order to ensure that the park is not harmfully overshadowed and a sensitive relationship with the Friary Estate is established.

The design of taller buildings will be expected to:

The Friary Estate

- Create an open, permeable and highly articulated skyline which avoids the coalescence of buildings, particularly when viewed from the park; and
- Incorporate low rise commercial plinths at lower levels to create an animated frontage to the park whilst allowing enough light to get through to the north;
- Carefully consider their impact on the skyline, especially in the context of surrounding heritage assets;
- Moderate the scale and modulation of façade elements to take long distance views into account (e.g. creating larger apertures); and
- Be grounded in public realm of a generosity that is commensurate to their height.

Listed buildings on Glengall Road

2. MALBOROUGH GROVE

The scale of development here should also be highest at the "crossing" of the junction of Rotherhithe New Road with Old Kent Road, and then reduce in scale towards the Phoenix School and the residential fringes of the site. The key elements of the building heights strategy here are:

- There is scope for a 'Tier One' tall building near the crossing of Rotherhithe New Road and Old Kent Road. This could be set back from Old Kent Road itself to avoid the junction becoming overcrowded;
- The heights of other buildings fronting onto St James's Road should range between five and eight storeys, with some potential for 'Tier Three' tall buildings in appropriate locations closer to the Old Kent Road but tier 2 and 3 tall buildings would be located on the Six Bridges Estate towards Old Kent Road and the new park space;
- The corner of St James's Road and Rolls Road should be marked by a distinctive building of around eight storeys in height; and
- Building on top of the Six Bridges Estate immediately adjacent to the school should be avoided to keep the scale appropriately low in this location.

Indicative building heights and locations provided for illustration only

DESIGN GUIDANCE

1. LAND BOUNDED BY GLENGALL ROAD, LATONA ROAD AND OLD KENT ROAD

The buildings that front onto the Surrey Canal Park in this area should change in character from east to west. Whilst the predominant building materials throughout will be brick and stone, the buildings to the east (closer to the crossing on Old Kent Road) will have a more civic character. They may be reminiscent of the attractive and well detailed new brick buildings at Kings Cross or Blackfriars Road. This should be expressed by:

- Lighter and more varied architecture, with framed rather than punched openings;
- More delicate or intricate detailing highlighted in natural coloured metals;
- Sufficient depth and layering in façade designs; and
- More sculptural building forms.

To the west, in response to the retained

High Quality Brickwork balanced alongside delicate metalwork (Uitzicht Housing, HDVN Architecten)

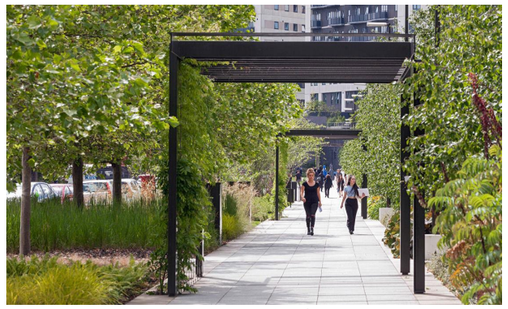
structures around Latona Road (including the bottling factory on Ossory Road, the chimneys on Bianca Road and the Space Studios building and its neighbour), the architecture will have a more industrious character, with:

- A solid and robust appearance;
- Punched windows and deep reveals;
- Muted details in industrial materials like metal or concrete (for example expressed structural elements like concrete lintels); and
- No lightweight materials like glass balustrades or timber cladding.

Combining glazed and regular Brickwork to manipulate light and texture(Saxon Court Housing, Maccreanor Lavington Architects)

The character of the Surrey Canal Park itself will also change in response to these different influences. This should be realised by:

- Introducing a more industrious landscape to the west (around Bianca Road) with cobbled surfaces integrated with SUDs landscape design, in response to the retained industrial buildings;
- Complimenting generous squares and gardens along its length, with more traditional and intimate yard spaces formed in the centre of the perimeter blocks that flank the park. These will help rationalise the servicing of the associated ground and first floor business spaces within those blocks; and
- Retaining historic street surfaces, like the granite setts in Livesey Place and around the bottling factory on Ossory Road, and incorporating them into wider landscape and streetscape designs.



Example of generous green areas

DESIGN GUIDANCE

To the north of the Surrey Canal Park, on the site of the Cantium Retail Park, the buildings fronting onto the Old Kent Road will reinstate a 'High Street' character with new shop fronts that:

- Are expressed according to a rhythm and proportion informed by traditional shop fronts elsewhere along the Old Kent Road; and
- Sit comfortably within the overall building framework, with vertical features continuing all the way down to the street, rather than visually separating upper and lower floors.

Behind this will be a new permeable neighbourhood arranged around a new garden square. The design of buildings here will be influenced by the retained industrious buildings around Latona Road and those found in the Glengall Road conservation area. As such, there will be:

- A balance between solid, robust industrial design and a more delicate domestic appearance; and
- A predominance of brick finishes, with a blend of details in concrete or metal.

2. MALBOROUGH GROVE AND THE STABLES

Buildings in this area will need to respond to two very different scales of development, with a strong contrast between the super block of the rebuilt Six Bridges estate and the finer grain of the historic buildings to be retained. The large scale building will:

- Be broken down according to an appropriate rhythm and proportionality to avoid monotonous frontages;
- Be wrapped in more active, smaller scale units to provide activity and vibrancy;
- Be designed to reflect the functional, industrious uses within, using materials like brick, concrete and natural coloured metal;
- Be designed to integrate the residential nature of the floors above with the industrial uses on ground floor; and
- Avoid the use of lightweight materials like timber cladding.

There is an eclectic collection of existing buildings on the site that should be retained and selectively redeveloped. This should maintain a sense of the finer grain of the area that existed in the past and allow an open aspect for the new park. These existing buildings include the Georgian terrace adjacent to the new "Bath House", the old varnish and "Japan" factory and the Victorian terrace next to 1930's office buildings on St James's Road. Similarly the stables and forge buildings on Caitlin Street to the north should be retained and integrated into new residential development. The design of new buildings should respond to the best of these retained fragments.As such, they should be:

- Predominantly finished in brick, with details highlighted in stone or metal;
- Feature muted detailing and punched openings with relatively deep reveals; and
- Wrap around retained buildings where appropriate to create active frontages onto open spaces.

To the south, the buildings that front onto the Old

KAAP NOORD AMSTERDAM, NL by BBVH

Kent Road will reinstate a 'High Street' character with new shop fronts that:

- Are expressed according to a rhythm and proportion informed by traditional shop fronts elsewhere along the Old Kent Road; and
- Sit comfortably within the overall building framework, with vertical features continuing all the way down to the street, rather than visually separating upper and lower floors.

Marlborough Grove itself should be entirely transformed from a busy service route, to a calm and well designed public open space. It should have a particular focus on linking the two Phoenix School sites together in a safe and well designed which and incorporate sport and play facilities and wild life or ecology habitats.

SUB AREA 3

SANDGATE STREET, VERNEY ROAD AND OLD KENT ROAD

Southwark Council

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1. HISTORY

2. THE AREA TODAY

3. SITES AND MASTERPLANS

4. BUILDING TYPOLOGIES AND LAND USES

5. ACCESS, SERVICING AND FRONTAGES

6. STREETS, PARKS AND PUBLIC BUILDINGS

7. BUILDING HEIGHTS

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HISTORY

The Surrey Canal was one of the earliest developments in the area, being completed in the early 1800s, before the railways and residential development. In the 1830s the South Metropolitan Gas Company established a new gasworks on land adjoining the canal, with the company owning its own fleet of barges to transport coal along the canal. The gasworks grew steadily under Thomas Livesey and his son George and by 1900 covered 36 acres and contained a cricket ground, cycle track and allotments, as well as 8 gasholders. At the time, the gasworks were at the cutting edge of new technology, fundamentally changing the way people live in their homes. George Livesey himself had a long association with the area; he grew up in the Canal Grove cottages, established the first public library in Camberwell on the Old Kent Road (later the Livesey Museum) and served as a Sunday school teacher in Christ Church.

The largest gasholder is listed. Built by George Livesey between 1879 and 1881 it was briefly the world's largest gasholder and was constructed using a pioneering geodesic structure. It also sits above a tank which was the deepest then constructed and one of the deepest ever built. There are other fragments of this industrial past still visible such as the cobbled road surface to the north of Canal Grove.

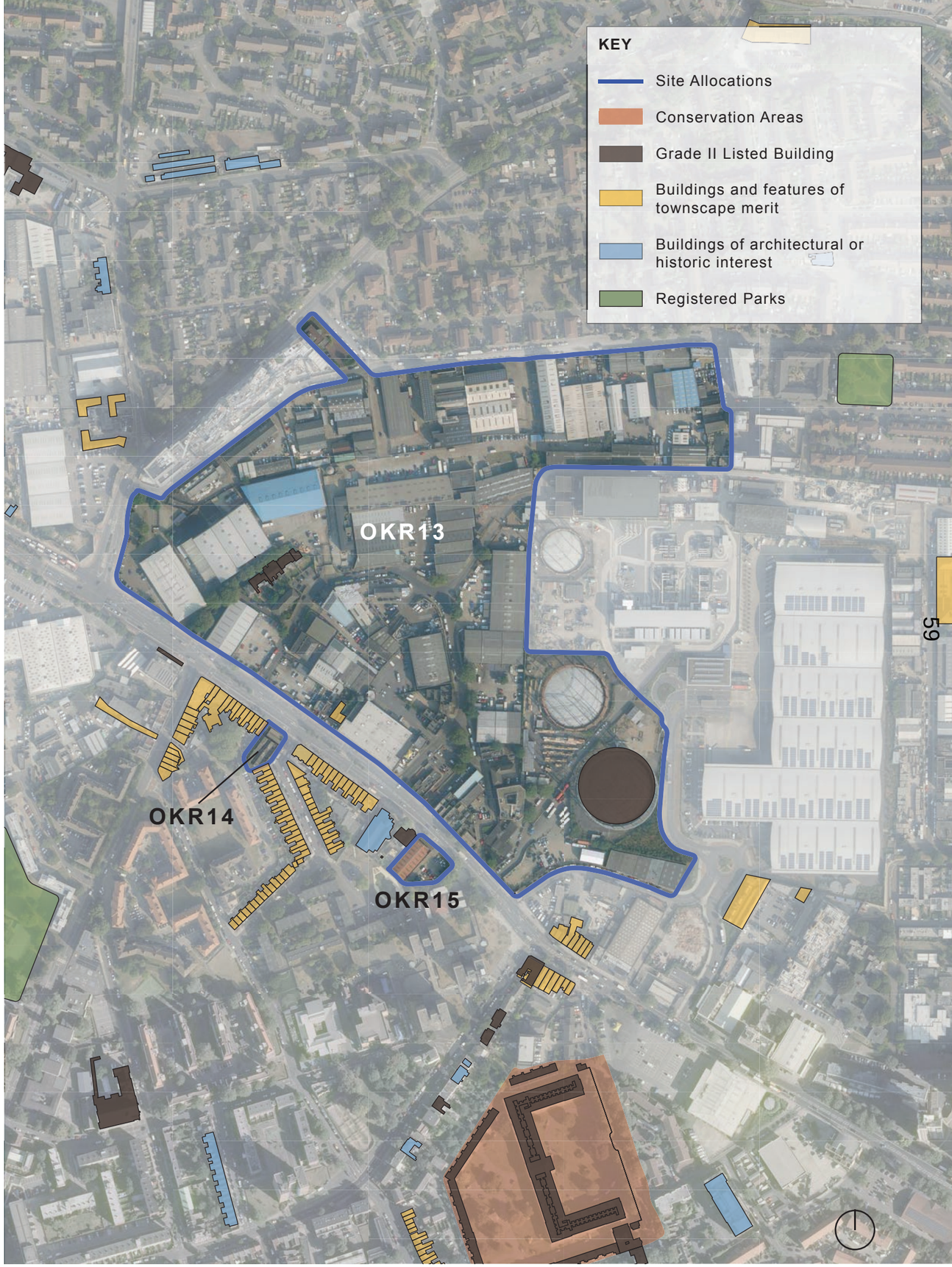
Sandgate Street and Ruby Street were residential streets of Victorian terraced housing, with shops and pubs on the Old Kent Road and a school on Ruby Street. The terraced houses were tightly packed and typical of the late Victorian residential development in the area. The area was bombed very heavily, and after the war these streets redeveloped mainly for industrial use. The canal was infilled in the late 1970s and the canal alignment was later redeveloped with housing and industry.

THE AREA TODAY

The remaining gasholders no longer store gas and a large part of the former gasworks site is occupied by Southwark's Integrated Waste Management Facility (IWMF) and the adjacent New Cross Electricity Substation. Between Verney Road and the Old Kent Road there is a mix of medium and large sized industrial units between which accommodate around 57 businesses and 1,600 jobs. The Canal Grove Cottages provide a reminder of the area's heritage and the mature trees around the cottages provide them with a lovely setting and are visible up and down the Old Kent Road. Generally however, because of the industrial heritage of the area around the former canal and gasworks, there is little open space and no north-south routes between St James's Road and Ilderton Road.

The north side of the Old Kent Road is very fragmented. Bomb damage and road widening resulted in the demolition of the Georgian and Victorian terraces and their replacement by larger retail stores, such as Curry's PC World, the B&M Bargain Store, Carpetright and Staples. There is a surviving Georgian house and later Edwardian commercial buildings next to B&M Bargain Store.

The south side of the Old Kent Road has a much more established frontage which features some handsome buildings including Christ Church, the former Livesey Museum and the Royal London buildings.



***SA3.1** - Site Allocations and Conservation*

SITES AND MASTERPLANS

SANDGATE STREET AND VERNEY ROAD (OKR 13)

Plan:
This area will be transformed into a mixed new neighbourhood with a diverse range of uses. While its character will change, it will continue to provide lots of jobs within a range of business spaces, including standalone industrial buildings, large warehouses that are integrated into mixed use buildings, small and medium sized industrial spaces and offices. New parks, a secondary school, indoor sports hall, a possible health hub, access to shops and other facilities on the Old Kent Road and a short walk to a tube station will make the area a great place to live and work.

The scale of development will have a central London character. Like much of London, there will be contrasts between big and small, old and new which can help create a rich and varied character. The buildings and landscape that will stay, such as the Canal Grove cottages, their surrounding trees and cobbled road, the Royal London Buildings and the gasometer will help shape the area's changing identity.

Site area: 14.6 ha

There are currently 57 businesses and 1,600 jobs in this site.

Indicative capacity: around 3,680 homes, 2,820 jobs

Development must:
- Replace existing employment floorspace (B use class) and provide a range of employment spaces which is consistent with the building and land use types shown in Figure SA3.3; and
- Replace existing retail space (A class use) and activate frontages on the Old Kent Road through provision of retail (A use class), business (B use class) or community uses (D use class); and
- Provide housing; and
- Provide land for a new secondary school and 6th form. The precise area required will be confirmed at AAP submission stage. An enlarged site would be subject to a relocation strategy for existing tenants and businesses
- Provide a new sports hall; and
- Explore the potential for a new health hub on Verney Way.
- Provide a new park on the alignment of the former Surrey Canal; and
- Provide new pocket parks at the Ruby Triangle and on the KFC site; and
- Provide on-site servicing.

Phasing:
Development in the site will happen incrementally over time. Developments on the Ruby Triangle, Varcoe Road, Murdoch Street and at 6-12 Verney Road are expected to start in the next five years. Development on the sites in the middle of the area, including Curry's PC World, the adjacent warehouses and the Sandgate Street depot could take place in the early 2020s which is also when the council will need a new secondary school.

***SA3.2** - Sub Area 3 Masterplan*

SITES AND MASTERPLANS

OTHER SITE ALLOCATIONS: 634-636 OLD KENT ROAD (OKR14); 684-698 OLD KENT ROAD (KWIK FIT GARAGE) (OKR15)

Plan:
We want these sites to provide new shopping frontages, strengthen the Old Kent Road's role as a high street and provide much needed housing.

Site	Site Area	Indicative Capacity
634-636 Old Kent Road (OKR14)	0.1ha	42 homes and 18 jobs
684-698 Old Kent Road (Kwik Fit Garage) (OKR15)	0.2ha	65 homes and 14 jobs

There are currently 3 businesses and 8 jobs in these sites.

Redevelopment must:
- Provide retail space on the Old Kent Road frontage (A use class), replacing existing commercial space; and
- Provide housing; and
- Provide on-site servicing.

Phasing:
Southwark has granted planning for a residential-led development on OKR14 to deliver 42 homes and flexible commercial space (17/AP/1646). No application has been received for OKR15 but it is expected to be redeveloped at some point in the plan period.

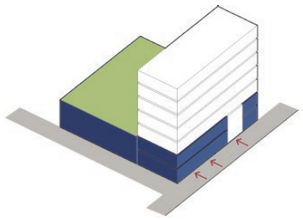
BUILDING TYPOLOGIES & LAND USES

It is important that development provides a range of commercial spaces including shops, offices, small, medium and large sized industrial and warehousing units and that these can be integrated into a mixed use area.

HORIZONTAL MIX - Standalone large industrial storage and distribution units

These buildings provide an opportunity for large units of 500sqm+ and which are not part of mixed use development. Ceiling heights should be at least 6-8m and ideally 10m-13m for larger units. Units should have square proportions and provide predominantly column free space with large clear spans. There should be sufficient space for on-site servicing and storage.

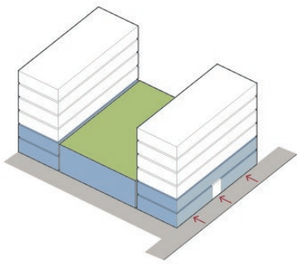
Suitable uses: *Storage, wholesale, distribution, depots (Class B1c, B2, B8 and sui generis depot uses).*



HORIZONTALMIX – Medium-large storage and distribution in mixed use developments

Ceiling heights should be at least 6-8m. The number of columns should be minimised and there should be sufficient space for on-site servicing and storage. The frontages around blocks provide scope for two storeys of commercial space which can be used for offices, showrooms and studios. Residential amenity areas can be located on the rooftop.

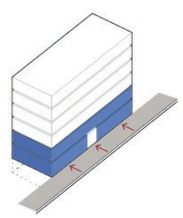
Suitable uses: *Storage, wholesale, distribution, depots (Class B1c, B2, B8 and sui generis depot uses) within the central spaces.*



HORIZONTAL/VERTICAL MIX – Small industrial units

Double height spaces of at least 6-8m can be accommodated within the centre of blocks. Units would typically be 150-200m². Blocks can be wrapped within two storeys of workspace that can be used offices, showrooms and studios.

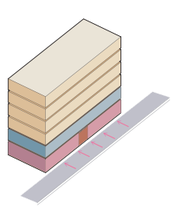
Suitable uses: *Light industrial uses (Class B1c, B2 and B8 use) and maker spaces within the central space.*



VERTICAL MIX – Small office and studio

Workspace will be provided at ground and first floor. Ground floor ceiling heights should be a minimum of 4m.

Suitable uses: *Artists' studios and office space (Class B1a and/ or B1c use).*



VERTICAL MIX - High Street

New retail use to be provided below residential flats or office uses. Where there are large retail units at ground floor, these will be double height and served by generous footways.

Suitable uses: *Larger retail units on the Old Kent Road suitable for supermarkets or larger stores.*

SA3.3 *- Sub Area 3 Typologies Plan*

ACCESS, SERVICING & FRONTAGES

Servicing

Servicing to commercial spaces and yards should take place off-street to ease pressure on the road network. Where possible:

- Servicing should be rationalised to serve multiple commercial units to reduce the number of trips and to remove the need for vehicles to cross the Surrey Canal Park;
- Standalone industrial units should have approximately 15m deep bay for deliveries, plus 12m clear turning space for HGVs. Roller shutter doors should be at least 4m high, and 2.4m wide.
- Industrial units should have individual ground floor direct access for pedestrians and vehicle loading/unloading.
- Undercrofts should have a minimum height of 5m to allow clearance for delivery vehicles.
- Consideration should be given pedestrian and cycle movement in considering the design and location of loading bays and servicing access points.

Frontages

Frontages should help generate activity and vibrancy at ground floor by:

- Containing doors and windows which overlook streets and avoiding blank facades;
- Locating back-of-house functions, such as refuse stores, discretely to minimise their visual impact;
- Ensuring that any parking which is located within basements or structures where it can be wrapped with other uses;
- Making ground floor working spaces visible from the street with openings thought of as a “window into working”. Whilst solid external roller shutters should be avoided, innovative solutions to create adaptable and secure ground floor openings should be used.
- Provide active uses, including retail, business and school use in the frontages around the Surrey Canal Park.
- Providing shopping and commercial frontages onto Old Kent Road itself.

Road network

The council will explore the potential to implement one-way movement on Sandgate Street to enable wider pavements, greening and additional loading bays.

Reduce the number of junctions onto the Old Kent Road, by closing the south end of Ruby Street and Murdock Street and transform these streets into public spaces in which people walking and cycling have priority.

SA3.4 *- Sub Area 3 Servicing Plan*

STREETS, PARKS AND PUBLIC BUILDINGS

Development can transform this large industrial area into a mixed use area with green routes and new parks which connect homes and workplaces with schools, a rejuvenated high street on Old Kent Road and surrounding residential areas.

1 OLD KENT ROAD
Existing trees retained and enhanced with new planting. Introduce new high street frontages on the north side of the Old Kent Road which complement the handsome Royal London Buildings, Livesey Building and Christ Church on the south side of the road. Improving the pedestrian crossings, particularly on the alignment of the Surrey Canal Park.

2 SURREY CANAL
New linear park on the alignment of the former Surrey Canal which connects to Old Kent Road and Burgess Park. As well as providing valuable green space, the Surrey Canal Park will open into a series of "rooms off the park" which each have a different character and different role. The character of these rooms should be shaped by the land uses around and can include:

- The Canal Grove cottage park (see below);
- A space with a more commercial character which is fronted by small business units between Wevco Wharf and 6-12 Verney Road.
- A space which complements the potential new secondary school.

3 CANAL GROVE COTTAGES AND POCKET PARK
Improve the setting of the Canal Grove cottages by retaining and enhancing the existing mature trees, incorporating the cobbled access road into new landscaping, establishing a new pocket park and reducing building heights immediately around them.

4 SANDGATE STREET
Explore potential for a new secondary school in close proximity and connected to the new health hub and indoor sports hall. The new school can front on to the Surrey Canal Park, providing a meeting area outside the school and an attractive and safe route to the sports facilities in Burgess Park.

5 DOCTOR'S SURGERY
One of several sites which could provide a new health hub.

6 RUBY TRIANGLE
Open up routes through the Ruby Triangle site, create new pocket park, a square at the entrance to the potential new secondary school and a 4 court sports hall for use by the school during school hours and the wider community at other times

7 GASHOLDER
Listed gasholder to be retained within a park. Retain and improve views towards the gasholder from Asylum Road, Commercial Way and Murdoch Street. Find a new and secure location for the statue of George Livesey which is currently located in the rear garden of the Livesey Building, to bring it back into public view.

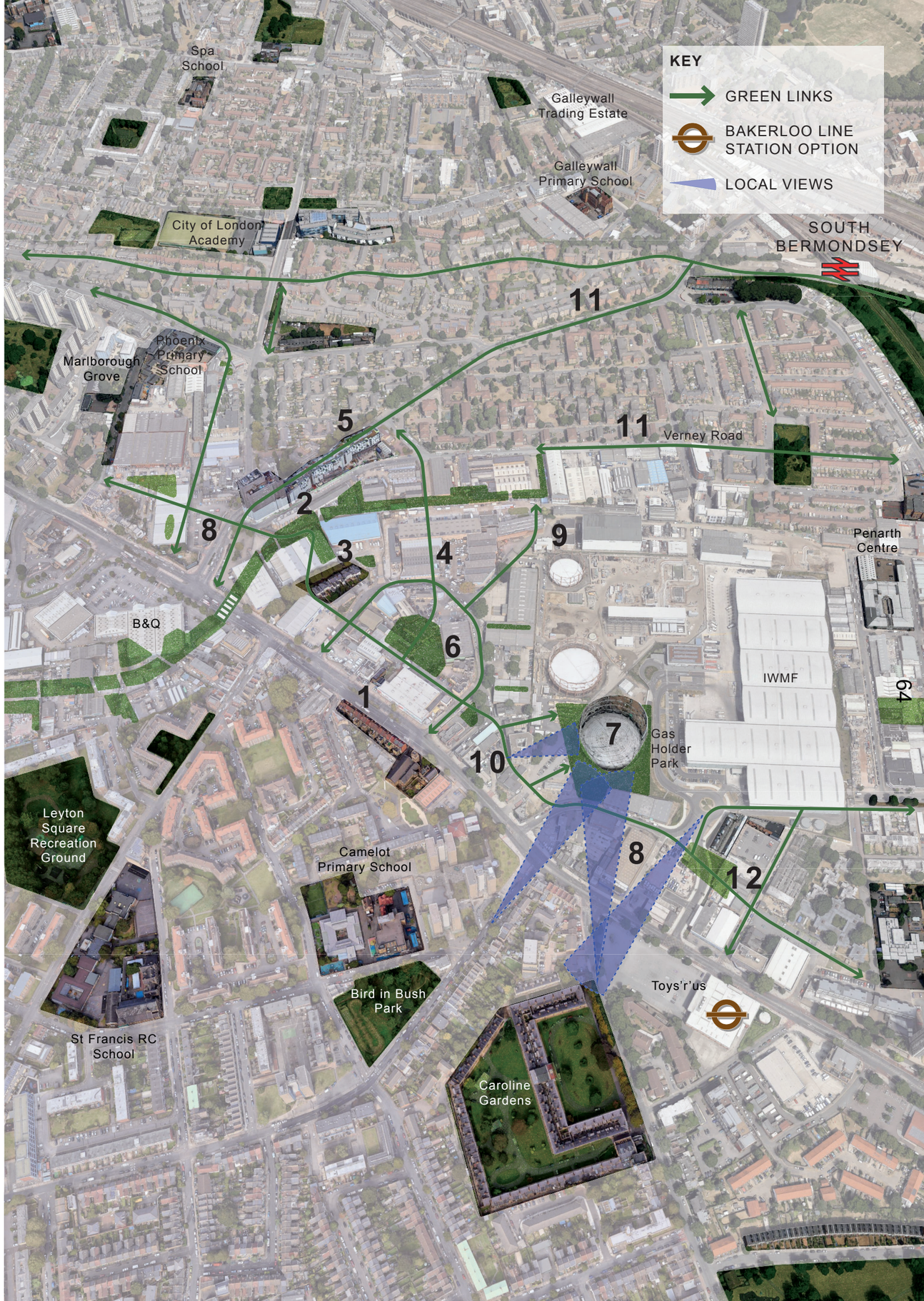
8 ST JAMES'S ROAD TO DEVON STREET
Connect new and existing streets to create a route for people walking and cycling between Devon Street and St James's Road.

9 VERNEY ROAD TO OLD KENT ROAD
Work with National Grid and landowners to open route for pedestrians and cyclists between Verney Road and the Old Kent Road.

10 RUBY STREET AND MURDOCK STREET
Reduce the number of junctions onto the Old Kent Road and transform these streets into public spaces in which people walking and cycling have priority. Enhance the mature trees at the rear of the Kentucky Fried Chicken restaurant and set within a small pocket park. Explore the potential for one-way traffic movement on Sandgate Street to enable wider pavements and additional loading bays.

11 VERNEY ROAD / ROTHERHITHE NEW ROAD
Make use of wide pavements and redevelopments to make the route towards Bramcote Park and Ilderton Road greener and safer.

12 DEVON STREET
New pocket park.



BUILDING HEIGHTS

In line with the 'Stations and Crossings' strategy, the height and scale of development in this area should be greatest at the 'crossing' where Rotherhithe New Road/St James Road meets the Old Kent Road, and should reduce towards the interface between new development and surrounding residential neighbourhoods. The key elements of the building heights strategy here are:

- The tallest 'Tier One' buildings should be located close to the Old Kent Road, around the point where the Surrey Canal Park crosses the road and in conjunction with the open space proposed towards the centre of the site;
- With the exception of the tallest buildings at the 'crossing', building heights on the Old Kent Road frontage should generally be between 8 and 10 storeys. There is also some potential for 'Tier Two' and 'Tier Three' buildings at key junctions along this frontage;
- The setting of the listed gasholder should be enhanced by opening up views of it from Murdock Street and retaining views from Commercial Way and Asylum Road;
- Building heights immediately around the gasholder should remain lower than the listed structure itself, in order to retain its prominence in the townscape;
- Building heights should also reduce immediately adjacent to the Canal Grove cottages in order to respect their more domestic scale; and
- The stand alone industrial buildings on the edge of the SPIL should be of an appropriate scale, driven by the nature of their potential uses.

The design of tall buildings should carefully consider their impact on the skyline and their relationships with the surrounding context, particularly sensitive features like conservation areas and listed buildings.

The Listed Gas Holder

Indicative building heights and locations provided for illustration only

DESIGN GUIDANCE

The design of buildings, streets and open spaces in this Sub Area will vary in response to retained features and the proposed character, building typologies and land uses.

To the north, fronting onto Verney Road, and to the east near to the gasworks and retained Strategic Industrial Land, the design of buildings should be informed by the area's working, industrious heritage and character, with architecture which:

- Is solid and robust in appearance, with rational proportions and articulation;
- Is predominantly finished in brick:
- Has expressed structural elements such as concrete lintels;
- Has punched window openings with relatively deep reveals, that reflect the nature of the uses within; and
- Avoids using lightweight materials like glass balustrades and timber cladding.

Deep window reveals and concrete lintels (Amnesty International Building - Witherford Watson Mann Architects)

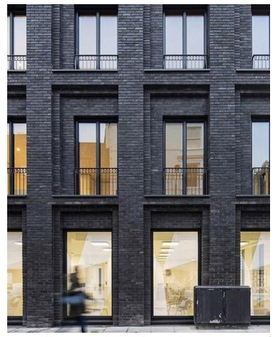
This industrious character should be reflected in the design of the eastern end of the Surrey Canal Park, with:

- More intimate spaces, inspired by the historic grain of the area, including yards and alleyways, leading off the main route and into the new urban blocks ; and
- Landscape design that incorporates hard surfaces such as traditional granite setts.

The design of the Gas Holder Park should also reflect this industrious character, woven together with a significant quantum of green space.

The buildings within the town centre should have more variety in their architectural design, with a more 21st Century appearance. They may have a similar aesthetic to the new high quality brick buildings at Kings Cross, or Blackfriars Road. The architecture should:

- Be predominantly finished in brick, although perhaps with a higher proportion of glazing than around Mandela Way;
- Be lighter in appearance, with more intricate detailing or sculptural forms
- Maintain an appropriate depth and layering of facades.



Contemporary developments illustrating the character of the architecture

The buildings that front onto the Old Kent Road should reintroduce its High Street character with new shop fronts that:

- Are expressed according to a rhythm and proportion informed by traditional shop fronts elsewhere along the Old Kent Road;
- Sit comfortably within the overall building framework, with vertical features continuing all the way down to the street, rather than visually separating upper and lower floors; and
- Retain successful fragments of past development, such as 639-641 Old Kent Road, and, where vacant, re-use them in an appropriate manner.

To complement the architectural character of this part of the sub area, the western end of the Surrey Canal Park should consist of well mannered, but generous green squares and garden spaces, designed to enhance the setting of the listed Canal Grove cottages and retained mature trees. The 'hidden' and unassuming character of the cottages should be retained. Historic surfaces that remain around the listed cottages, such as the cobbled access road on the Wevco Wharf should be retained and incorporated into new landscape proposals.

The open space at the centre of the Ruby Triangle should combine the character of a London Square with a 21st Century aesthetic, created in part by a well designed relationship with a new indoor sports hall. The buildings around it should blend a traditional industrious aesthetic, with the lighter more sculptural expression of the buildings fronting onto the Old Kent Road.

SUB AREA 4

HATCHAM, ILDERTON & OLD KENT ROAD(SOUTH)

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1. HISTORY

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4. BUILDING TYPOLOGIES AND LAND USES

5. ACCESS, SERVICING AND FRONTAGES

6. STREETS, PARKS AND PUBLIC BUILDINGS

7. BUILDING HEIGHTS

8. DESIGN GUIDANCE

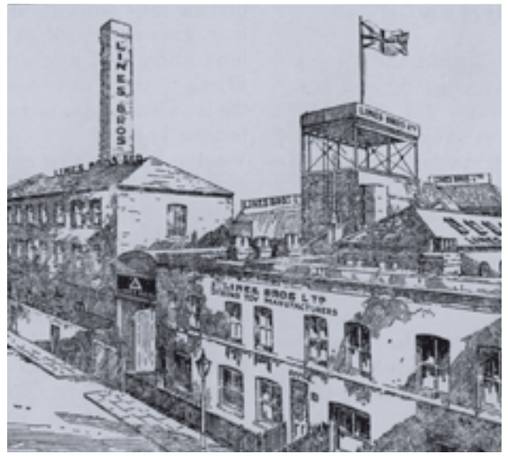
HISTORY

The area has long been home to a mix of houses and flats, shops and factories. In the nineteenth century, the development of the gasworks, the Surrey Canal, railways and nearby docks brought large number of jobs. This created huge demand for new homes and to the east of the gasworks, the area around Hatcham Road and Ilderton Road was mainly residential, with streets lined by modest Victorian terraces with small back yards.

The area was heavily bombed during World War II, leaving large parts of it in ruin. After the war, town planners set out to separate housing from industrial and residential uses. The area around Hatcham Road was redeveloped with small scale industrial units lining the once residential streets, which has made accessing units with large vehicles difficult.

On the Old Kent Road itself, the frontages on either side of the southern end of the Old Kent Road were mainly residential, with small shops and pubs on the ground floor. One exception was the ABC cinema which stood on the corner of Gervase Road and the Old Kent Road. Housing and factories made way for retail warehouses and for Brimmington Park which was established in the 1970s and 80s. The Tustin estate, which is on the north side of the Old Kent Road was built in the late 1960s and replaced terraced housing.

To the south of Old Kent Road is the listed Licensed Victuallers' Benevolent Institution. The courtyard and chapel built in 1827-33 to the design of Henry Rose. Other ranges were added between 1858 and 1866. The complex was bought by the council in 1959 and renamed Caroline Gardens, it continues to house older people.



Top: *Drawing of the Lines Bros factory on Ormside Street*
Below: *Lines Brothers advertisement*
Right: *Ordnance survey map of area from 1916*

THE AREA TODAY

The frontages on the Old Kent Road today are fragmented and interrupted by car parks, a petrol station and the podium around the Tustin estate. It is easy to miss the entrance to Brimmington Park and the south side of the road is dominated by the supermarket and Toys'r'us store which were designed for car users.

To the north of the Old Kent Road, the eastern side of Ilderton Road is lined mainly by industrial uses and depots, such as the Jewsons store which take advantage of Ilderton Road's links to the wider highway network. However, Ilderton Road also feels rather neglected and has the character of a servicing corridor.

The area around Hatcham Road is a densely populated industrial estate. However, the type of businesses on the estate is changing and as the manufacturing businesses have moved out, a mix of some faith premises and increasingly start-up businesses, artists and small scale makers have moved in. The small scale industrial units in buildings such as the Penarth centre, 180 Ilderton Road and Hatcham Studios are home to a mix of artists and creative industries.

Top: *Hatcham Studios*
Bottom: *Reconstruct Art Studios*

***SA4.1** - Site Allocations and Conservation*

INDICATIVE MASTERPLANS

HATCHAM ROAD AND ILDERTON ROAD (OKR 16)

Plan:
We want to build on the identity the Hatcham Road and Ilderton Road area as a place with thriving business community. Hatcham Road will provide a range of work spaces including light industrial units suitable for small scale manufacturing and makers, artists studios and managed offices. The addition of new homes will help create a vibrant new neighbourhood in which people can live and work. This mix of uses is something that has not been done on this scale in London before.

The east side of Ilderton Road is suitable for depot and industrial uses, also within mixed use development that provides new homes. New pocket parks and greener and safer streets will improve the environment for people walking and cycling.

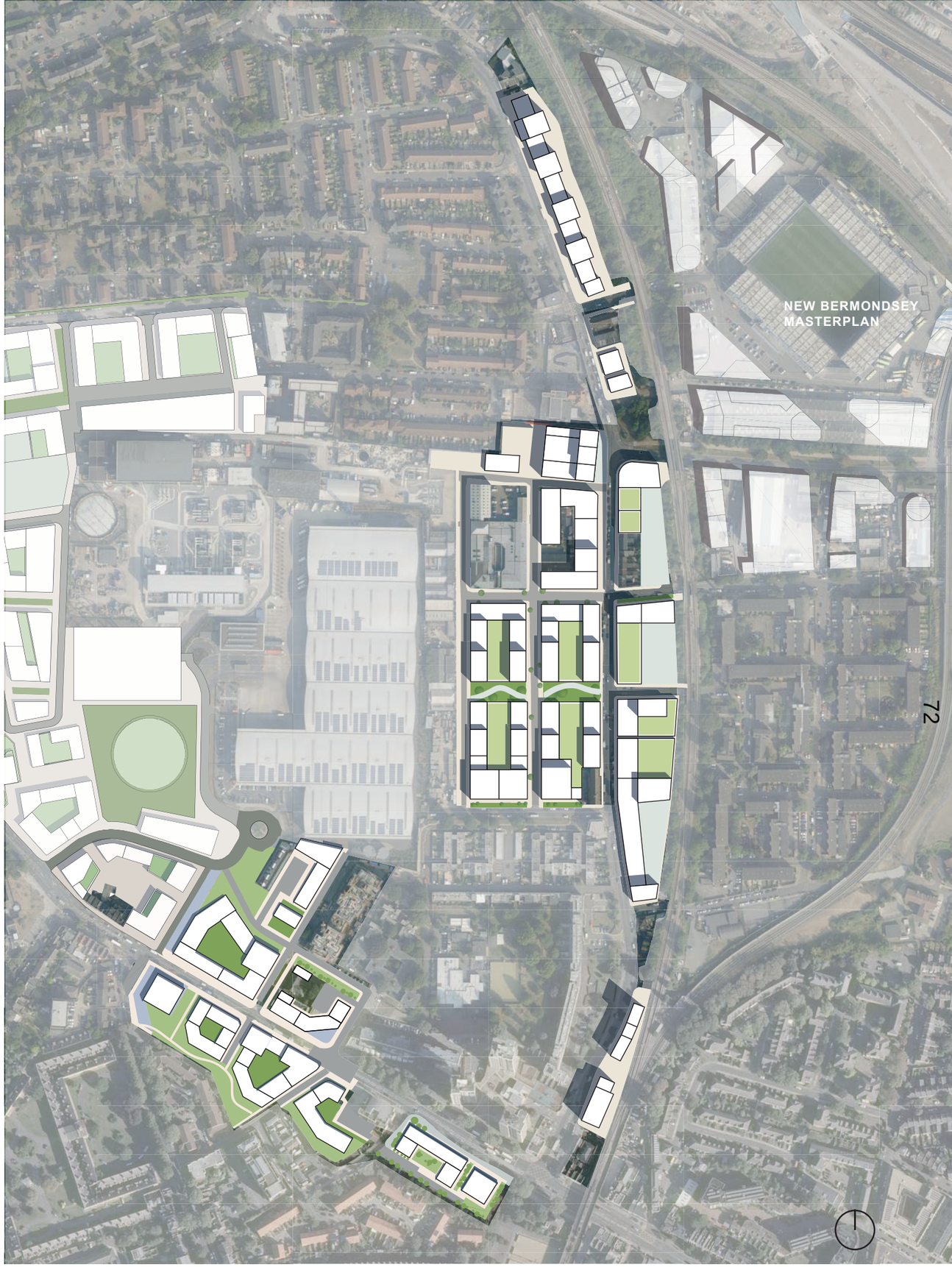
Site area: 7.9 ha
There are currently around 70 businesses and 720 jobs in this site.
Indicative capacity: around 1,460 homes
1,170 jobs

Redevelopment must:

- Replace existing employment floorspace (B use class) and provide a range of employment spaces which is consistent with the building and land use types shown in Figure SA4.3; and
- Retain the land on the west side of Ormside Street and the Penarth Centre as strategic industrial land, suitable for B class uses and other sui generis transport related uses, such as car repairs. In addition, arts and cultural uses in D class will be permitted in the Penarth Centre. Residential and other sensitive uses will not be permitted in SPIL; and
- Provide land for an expansion of Ilderton Primary school; and
- Provide a new park with a commercial focus and to create a new east-west walking and cycling link between Ilderton Road and Ormside Street; and
- Enable the provision future walking and cycling links through the Integrated Waste Management facility; and
- Provide on-site servicing.

Phasing:
The council has received planning applications and pre-application enquires for a number of sites in the area. Land ownership is fragmented and development is expected to occur incrementally over time, providing scope for a managed re-location strategy for businesses.

Top: *OKR 16 Illustrative masterplan*
Bottom: *Victoria Wharf Artist Space*



SA4.2 *- Sub Area 4 Masterplan*

INDICATIVE MASTERPLANS
SOUTH OF OLD KENT ROAD (760, 812 and 840 OLD KENT ROAD, TOYS'R'US AND ALDI STORES) (OKR 17)

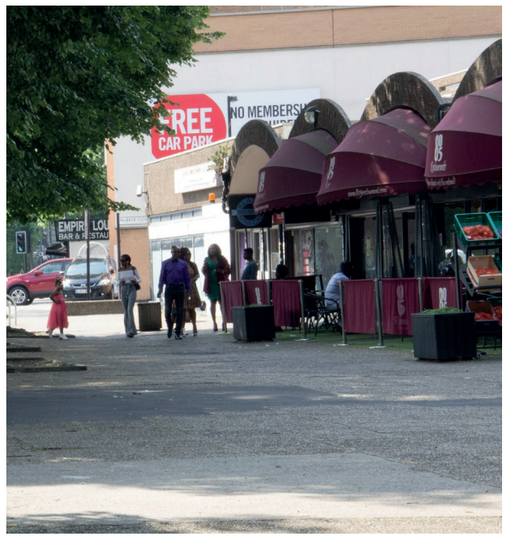
Plan:
Development will provide new frontages onto the Old Kent Road. There will be shops, a supermarket, cafes and restaurants at ground floor with flats and other uses above. Parking will be underground or wrapped with other uses and new green links will be made to Brimmington Park. The Toysrus site will be a new underground station. Station entrances will open into a generous public square that will give views to Caroline Gardens and will be accessible from surrounding residential neighbourhoods.

Site area: 2.0 ha
There are currently around 10 businesses and 75 jobs in this site.

Indicative capacity: around 1,700 homes
316 jobs

Redevelopment must:
- Replace existing employment space, including retail floorspace (A use class); and
- Potentially provide a new tube station; and
- Provide residential flats or offices above employment space; and
- Provide new a new green park between Asylum Road and Brimmington Park; and
- Provide a new station square; and
- Provide on-site servicing.

Phasing:
The Toysrus store and adjacent garage are proposed as an underground station and works site. These site would be available for development following completion of the station, currently programmed for 2028/29. The Aldi site is available for redevelopment, subject to Aldi finding a solution that enables the store to continue trading.



Top: *OKR 17 Illustrative masterplan*
Bottom: *XXXX*

INDICATIVE MASTERPLANS
DEVON STREET AND SYLVAN GROVE (OKR 18)

Plan:
Development will reinforce the frontages on the Old Kent Road with shopping and retail uses at ground floor and new and refurbished business space, including the retained Daisy Business Park, providing space suitable for offices, studios and managed workspaces.

Existing trees on the Old Kent Road will be retained and enhanced. There will be a new pocket park at the end of Devon Street which sits within a network of new and improved streets which provide strong links back to Ilderton Road, Old Kent Road and routes east towards Sylvan Grove and the Tustin Estate and west towards the gasworks.

Site area: 3.0 ha
There are currently around 30 businesses and 130 jobs in this site.

Indicative capacity: 740 homes
710 jobs

Redevelopment must:
- Replace existing employment space, including retail floorspace (A use class); and
- Provide residential or other town centre uses above employment space; and
- Provide new a new public square off Devonshire Grove; and
- Provide a new access road into the IWMF; and
- Provide on-site servicing.

Phasing:
The council has received pre-application enquiries for a number of sites including the Daisy Business Park, HSS Hire shop. Development is expected to take place over the next 10 years.

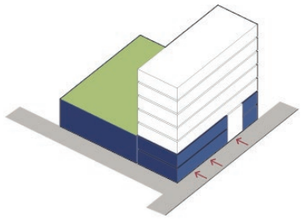
Top: *OKR 18 Illustrative masterplan*
Bottom: *Daisy Business Park*

BUILDING TYPOLOGIES & LAND USES

It is important that development provides a range of commercial spaces including shops, offices, small, medium and large sized industrial and warehousing units and that these can be integrated into mixed use areas.

HORIZONTAL MIX - Depots and medium-large storage and distribution units in mixed use developments

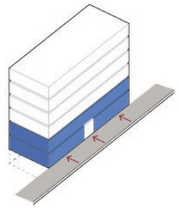
Units at the rear, which are adjacent to the railway embankment should have large floorspans, minimising the number of columns at ground floor. Ceiling heights should be at least 7m. There should be sufficient space for on-site servicing and storage. Yards and servicing may be covered if there is sufficient height for operations and should be designed to minimise impacts on residential amenity. Frontages on Ilderton Road to provide space for offices, showrooms, staff facilities, residential cores or retail where appropriate.



Suitable uses: Builders merchants, vehicle storage, warehouses, distribution, depots (Class B1c, B8 and sui generis depot uses).

VERTICAL MIX - Small office and studio

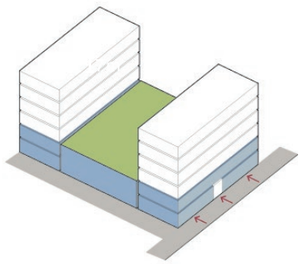
Workspace will be provided at ground and first floor. Ground floor ceiling heights should be a minimum of 4m. Basement levels should be utilised to accommodate residential servicing, storage or commercial uses where appropriate



Suitable uses: Artists' studios, galleries, maker spaces and office space (Class B1a and/or B1c use).

HORIZONTAL/VERTICAL MIX - Small industrial units

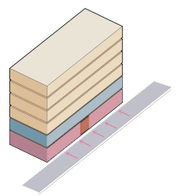
The street frontages on ground and first floor should provide space for offices, showrooms, staff facilities, studios etc. Ceiling heights should be a minimum of 4m at ground floor. The central space should be a minimum of 7m high. The number of columns on plan should be reduced to an absolute minimum. Individual units should be accessible off street via roller shutter doors. Residential amenity space should be provided on the rooftop.



Suitable uses: Light industrial uses (Class B1c use) and maker spaces within the central space.

VERTICAL MIX - High street

New retail use to be provided below residential flats or office uses. Where there are large retail units at ground floor, these will be double height and served by generous footways.



Suitable uses: *Larger retail units on the Old Kent Road suitable for supermarkets or larger stores. Small shops or café can be integrated into the on Ilderton Road or Hatcham Road where these serve the local residential and worker population.*

***SA4.3** - Sub Area 4 Typologies Plan*

ACCESS, SERVICING & FRONTAGES

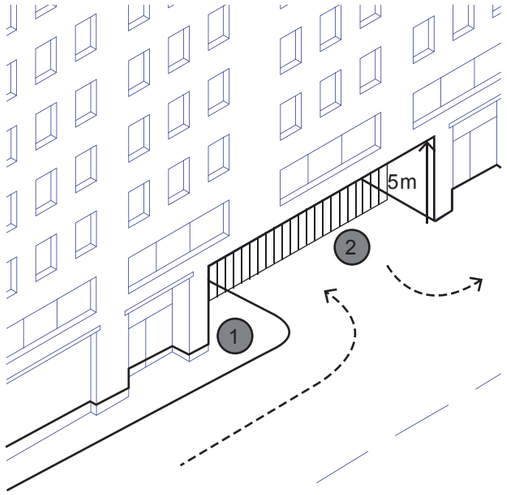
Servicing
Servicing to commercial spaces and yards should take place off-street to ease pressure on the road network. Where possible:

- Servicing should be rationalised to serve multiple commercial units to reduce the number of trips;
- Undercrofts should have a minimum height of 5m to allow clearance for delivery vehicles;
- Consideration should be given pedestrian and cycle movement in considering the design and location of loading bays and servicing access points.

Frontages
Frontages should help generate activity and vibrancy at ground floor by:

- Containing doors and windows which overlook streets and avoiding blank facades;
- Locating back-of-house functions, such as refuse stores, discretely to minimise their visual impact;
- Ensuring that any parking which is located within basements or structures where it can be wrapped with other uses;
- Making ground floor working spaces located around Hatcham and Ilderton Road visible from the street with openings thought of as a "window into working". Whilst solid external roller shutters should be avoided, innovative solutions to create adaptable and secure ground floor openings should be used.
- Providing shopping and commercial frontages onto Old Kent Road itself.

Road network
- The council will explore the potential to implement one-way movement on the Hatcham Road estate to enable wider pavements, greening and additional loading bays.
- Development should provide a new vehicle access route into the Integrated Waste Management Facility on the alignment of Devonshire Grove. This should enable two-way vehicular movement into and out of the IWMF and will enable the closure of the existing egress route. We will explore the potential to signalise the new junction with TfL.
- Proposals for additional vehicle servicing routes onto the Old Kent Road will not be acceptable.



The diagram above illustrates a typical undercroft entrance, showing:

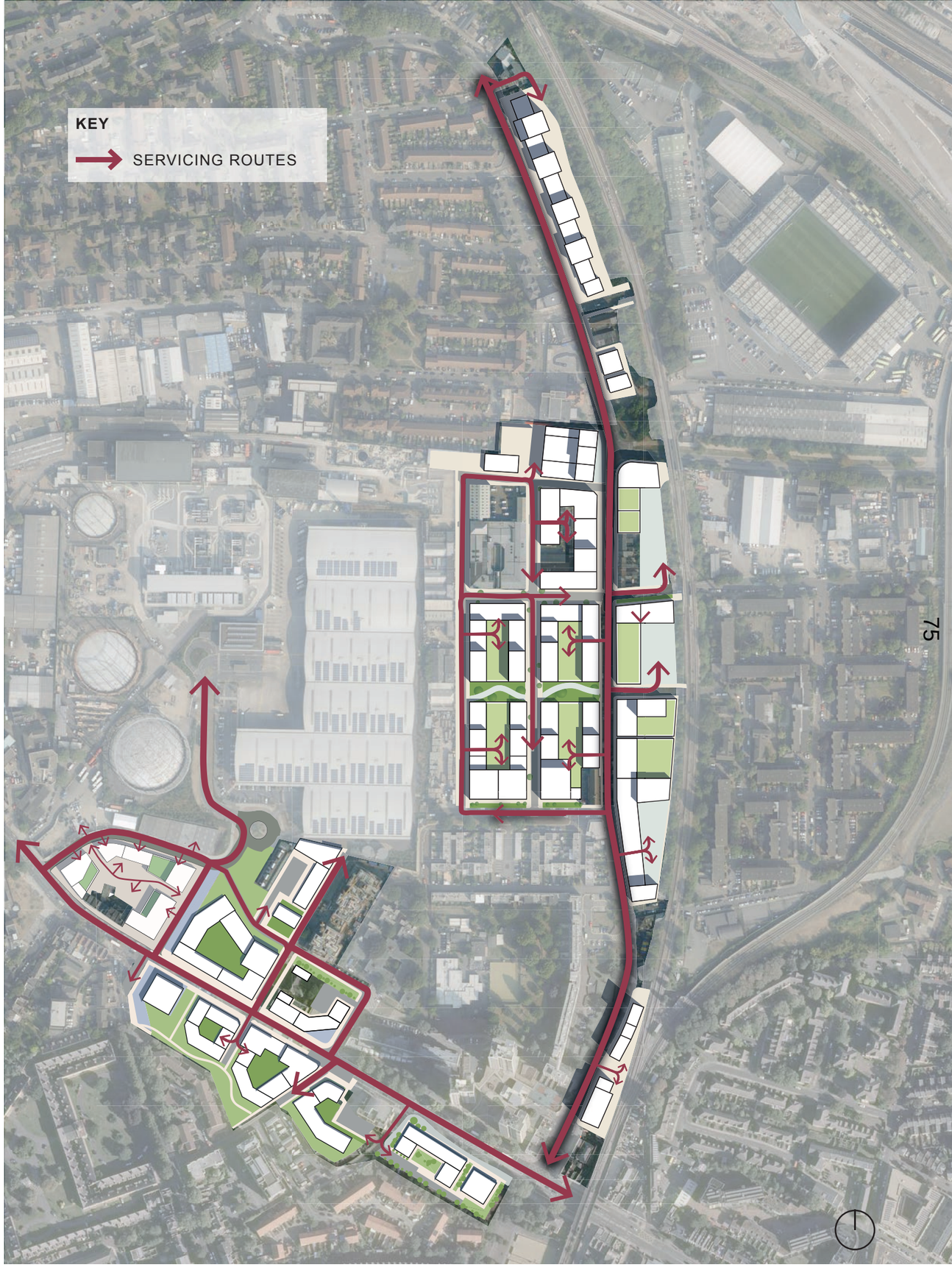
1. The approach will have tactile paving and sufficient visibility around corners
2. Gates will slow down lorries and provide security to commercial units

Active frontages overlook the public realm and generate activity and vibrancy at ground floor. New buildings fronting onto the Old Kent Road will create active frontages made up of retail or other town centre uses. In the Hatcham and Ilderton area, where working spaces will be created at lower levels, users should be visible from the public realm. Openings here should be thought of as 'windows into working'.

Whilst external roller shutters will be avoided, innovative solutions to create flexible and adaptable ground floor openings will be used. This could include folding windows, or horizontal metal blades like those at Alex Monroe's workshop on Tower Bridge Road. Residential entrances will be clearly identifiable.

Utilitarian spaces like refuse stores will be discreetly located to minimise their visual impact on the public realm, without compromising functionality.

Above: *Access and Servicing*



SA4.4 *- Sub Area 4 Servicing Plan*

STREETS, PARKS AND PUBLIC BUILDINGS

Development must help improve the environment for people walking and cycling, help strengthen the network of parks and improve the links between parks, the new tube station and other local facilities such as schools, churches and shops on the Old Kent Road.

1 OLD KENT ROAD
Existing trees retained and enhanced with new planting. There will be shops and retail uses on either side of the road and a good crossing point to Brimmington Park. A new tube station will dramatically improve the accessibility of this part of the OKR.

2 STATION SQUARE
Generous square at entrance to the underground station.

3 BRIMMINGTON PARK
There is an opportunity to give the park a much stronger presence on the Old Kent Road with a much improved entrance. There is also potential to improve the sports pitches in the park and make better use of the railway arches. New green links should be created between the park and Asylum and Old Kent Road at the rear of retail stores and along the northern edge of 812 Old Kent Road.

4 DEVONSHIRE GROVE
New access road into the Integrated Waste Management Facility, enabling the closure of the existing egress road and direct access between the IWMF and the Old Kent Road.

5 DEVON STREET TO TUSTIN ESTATE
Development should help link Devon Street to the Tustin estate. This is a series of connecting streets which provide a quieter route for people walking and cycling.

6 LOCAL VIEWS
Open up and retain view towards Caroline Gardens from Devonshire Grove and the listed gasholder from Asylum Road

7 ILDERTON ROAD
New developments should create better frontages onto Ilderton Road and there is an opportunity to improve the junctions and crossing points to provide much stronger connections to Bridgehouse Meadows.

8 ARCHES AND BRIDGES
Southwark will work with Network Rail, Lewisham Council and developers to make improvements to the bridges in the viaduct to make them lighter and more attractive.

9 BRIDGEHOUSE MEADOWS
Links to Bridgehouse Meadows should be made greener and safer. These can also make use of good quality existing buildings such as the Penarth Centre and the Georgian buildings on Ilderton road to help create a pleasant walking environment.

10 MANOR GROVE
The streetscape and mature trees on Manor Grove should be retained and enhanced.

11 HATCHAM ROAD PARK
A new pocket green parkspace will be created within Hatcham Road which will be fronted by business units, encouraging places to sit, eat lunch and socialise within working hours. The park will also benefit existing and new residents and facilitate social interaction.

12 ILDERTON PRIMARY SCHOOL
We will explore the potential to expand Ilderton Primary School. As well as new school space this could provide a new a new entrance to the school from Record Street.

BUILDING HEIGHTS

Building heights in this area will vary in relation to the character and importance of surrounding spaces.

1. HATCHAM AND ILDERTON

The key elements of the building heights strategy here are:

- The majority of buildings around Hatcham Road should be between 5 and 8 storeys, with some additional height on the corners of the perimeter blocks on Manor Grove, Penarth Street and Record Street;
- There is scope for taller buildings on the east side of Ilderton Road, particularly at the northern and southern ends which have better public transport accessibility, and around the important junction with Surrey Canal Road.
- The tallest buildings will be of a similar height to the existing towers on the Tustin estate.

2. SOUTH OF OLD KENT ROAD

Buildings heights here will be significantly taller, reflecting the 'Stations and Crossings' strategy. The key elements of the building heights strategy here are:

- Immediately adjacent to the station entrance and station square, there should be a 'Tier One' tower of up to 40 storeys in height; and
- Other buildings in the area will vary in height between eight and 16 storeys, depending on their immediate context.

The design of taller buildings will:

- Carefully consider their impact on the skyline, especially in the context of surrounding heritage assets;
- Moderate the scale and modulation of façade elements to take long distance views into account (e.g. creating larger apertures); and
- Be grounded in public realm of a generosity that is commensurate to their height.

3. DEVON STREET AND SYLVAN GROVE

The key elements of the building heights strategy here are:

- The buildings fronting onto Old Kent Road should be between 8 storeys to frame the high street;
- Buildings set back from the Old Kent Road should rise to between 8 and 12 storeys; and
- There is scope for 'Tier Two' and 'Tier Three' tall buildings within the northern parts of the site, adjacent to a commensurately sized open space at the centre of the area.

Indicative building heights and locations provided for illustration only

DESIGN GUIDANCE

1. HATCHAM AND ILDERTON
The design of buildings in this area should reflect its robust and functional industrious character by:

- Using brick, stone and concrete as the main building materials, with details highlighted in metal;
- Expressing structural elements like concrete lintels to add visual interest;
- Punching window openings into the building fabric, resulting in deep reveals; and
- Avoiding the use of lightweight materials like glass balustrades and timber cladding.

Reconstruct Art Studios, Record Street

2. SOUTH OF OLD KENT ROAD
The design of buildings in this part of the area should represent a greater transformation from its current character. This should be expressed by:

- Lighter and more varied architecture, that retains some commonality with the buildings around Hatcham and Ilderton Road;
- More sculptural building forms, with framed rather than punched openings and more delicate or intricate detailing;
- Appropriate depth and layering of facades; and
- Using brick or stone as the main building materials, with details highlighted in metal

The high street character of this part of the Old Kent Road should be reintroduced with new shop fronts that are:

- Expressed according to a rhythm and proportion informed by traditional shop fronts elsewhere along the Old Kent Road; and
- Comfortable within the overall building framework, with vertical features continuing all the way down to the street, rather than visually separating upper and lower floors.

3. DEVON STREET AND SYLVAN GROVE
The design of this area will combine the industrious character of Hatcham and Ilderton Roads with the
High Street character of Old Kent Road by:

- Retaining the Victorian warehouse building at the Daisy Business Park, including the south facing gable;
- Retaining the Victorian warehouse building at the northern edge of Sylvan Grove;
- Using the retained building to inform the position and design of both open space and other buildings within the area.

Building design will be robust and functional in its appearance, with:

- Brick, stone and concrete as the main building materials;
- Expressed structural elements;
- Deep window reveals; and
- The opportunity for some more intricate detailing.

ELEVATION EXAMPLE

SUB AREA 5

SOUTH BERMONDSEY

CONTENTS

1. HISTORY

2. THE AREA TODAY

3. INDUSTRIAL INTENSIFICATION

4. BUILDING TYPOLOGIES AND LAND USES

5. ACCESS, SERVICING AND FRONTAGES

6. STREETS, PARKS AND PUBLIC BUILDINGS

HISTORY

The character of South Bermondsey has been shaped by the extensive railway viaducts built in during the 1830s. Part of London's first railway system, they are amongst the oldest railway viaducts in the world. Like many of London's early railways, they were built to serve and connect London's then rapidly expanding industrial activity and residential communities to each other and central London. During the 1840s, a new viaduct branching off west through the area, running behind the Old Kent Road, was built which terminated at the Bricklayers Arms. This became a goods only line by the 1850s.

By the 1880s the continuous urban area was starting to encroach on the railway lands. Despite the Victorian city having already expanded further to the south east, the area was still relatively undeveloped compared to the surrounding neighbourhoods of Peckham, Walworth, Deptford and New Cross. By the end of the 1890s terraced urban expansion had wholly encompassed the railways, interspersed with local industrial uses and factories.

There has been manufacturing and industrial uses on some of the industrial sites since 1880. The Admiral Hyson Estate site hosted a glue works in the 19th century and cold store in the mid 20th century. Towards the end of the 19th century the spaces between the viaducts near South Bermondsey Station were host to the 'Rotherhithe Road' train carriage depot. By the end of the 20th century the depot had been replaced by today's Bermondsey Trading Estate. On Galleywall Road the former Shuttleworth Chocolate Factory, established on the site during the early 1890s (and where 'After Eight' mints were made), was redeveloped in the late 1970s, initially as a printworks and later as the Galleywall Trading Estate on the site today.

During this time the demand for transporting goods by rail had fallen to the extent that the Bricklayers Arms goods line was no longer needed and the former railway lands were redeveloped into housing. However, following an extended period of post war population and industrial decline, occupiers in and around the remaining viaducts and industrial estates, providing essential goods and services to London, continued to thrive as the city once again began to grow into the 21st century.

Top: Drawing of the Greenwich to London Railway
Below: *Former Shuttleworth Chocolate Factory*
Right: O*rdnance survey map of area from 1896*

THE AREA TODAY

South Bermondsey today is still segregated by railway lines and contains industrial sheds and yards with some late 20th century housing surrounding the industrial estates. South Bermondsey rail station provides regular services direct into central London and connects the area with neighbourhoods further afield throughout south east London. Ilderton Road and Rotherhithe New Road provide the main routes for the bus network and HGVs serving the industrial estates.

Between the railway viaducts is the busy Bermondsey Trading Estate. Providing space in warehouses and arches, there are a variety of businesses, including metal works, breweries, skilled trades, masonry, food production and distribution, a recording studio and rehearsal space and gig and rig equipment hire. Amongst the sheds and arches is a Network Rail project known as the Bermondsey Dive Under which will improve the efficiency of the train services and open up opportunities to provide new employment space for Southwark and Lewisham.

To the north is the Rotherhithe Business Estate which has well maintained, relatively modern industrial units and railway arches. The Admiral Hyson Estate to the east and the Galleywall Trading Estate to the north contain several warehouses with printing, logistics and distribution companies. The records archive for the Church of England is also located in the Galleywall Trading Estate. The northern face of the viaduct has a continuous run of railway arches along Silwood Street and Raymouth Road. Some of these are recently refurbished while others are older, and most are occupied. To the south there many large arches in an exposed, poorer condition currently used as shelter for construction and building materials by Network Rail and its partners.

The housing is a varied mix, from maisonettes and tower blocks on the post-war Rennie Estate, to ‘80s and ‘90s low rise and low density suburban style housing. Some are built on the former Bricklayers Arms railway sidings. Cycle quietway 1 runs through the housing estates and follows the old railway viaduct across Rotherhithe New Road to South Bermondsey station along to Lewisham and beyond.

There is a small parade of shops at South Bermondsey station on Ilderton Road and some shops to the north on Rotherhithe New Road. However there are not many shops and services in the area for the residential and working population.

Top: *Bermondsey Trading Estate*
Bottom: *Ariel view over South Bermondsey*

INDUSTRIAL INTENSIFICATION

SOUTH BERMONDSEY

Plan:
South Bermondsey will continue to thrive as an employment destination for a range of industrial and light industrial uses. Within the strategic preferred industrial locations (SPIL) additional industrial and warehousing space will be provided. It will be important to ensure the right type, size and quality of spaces are provided for the types of businesses which are vital to serving and maintaining Central London's economy. The plan encourages the intensification of industrial business uses through:

- Development of mezzanines;
- Introduction of small units;
- Development of multi-storey schemes;
- Addition of basements;
- More efficient use of land through higher plot ratios having regard to operational requirements (including servicing) and mitigating impacts on the transport network where necessary.

Outside of the employment sites themselves, it is essential that the surrounding public realm and infrastructure is able to support these functions while still providing a pleasant, safe and convenient environment for people walking and cycling.

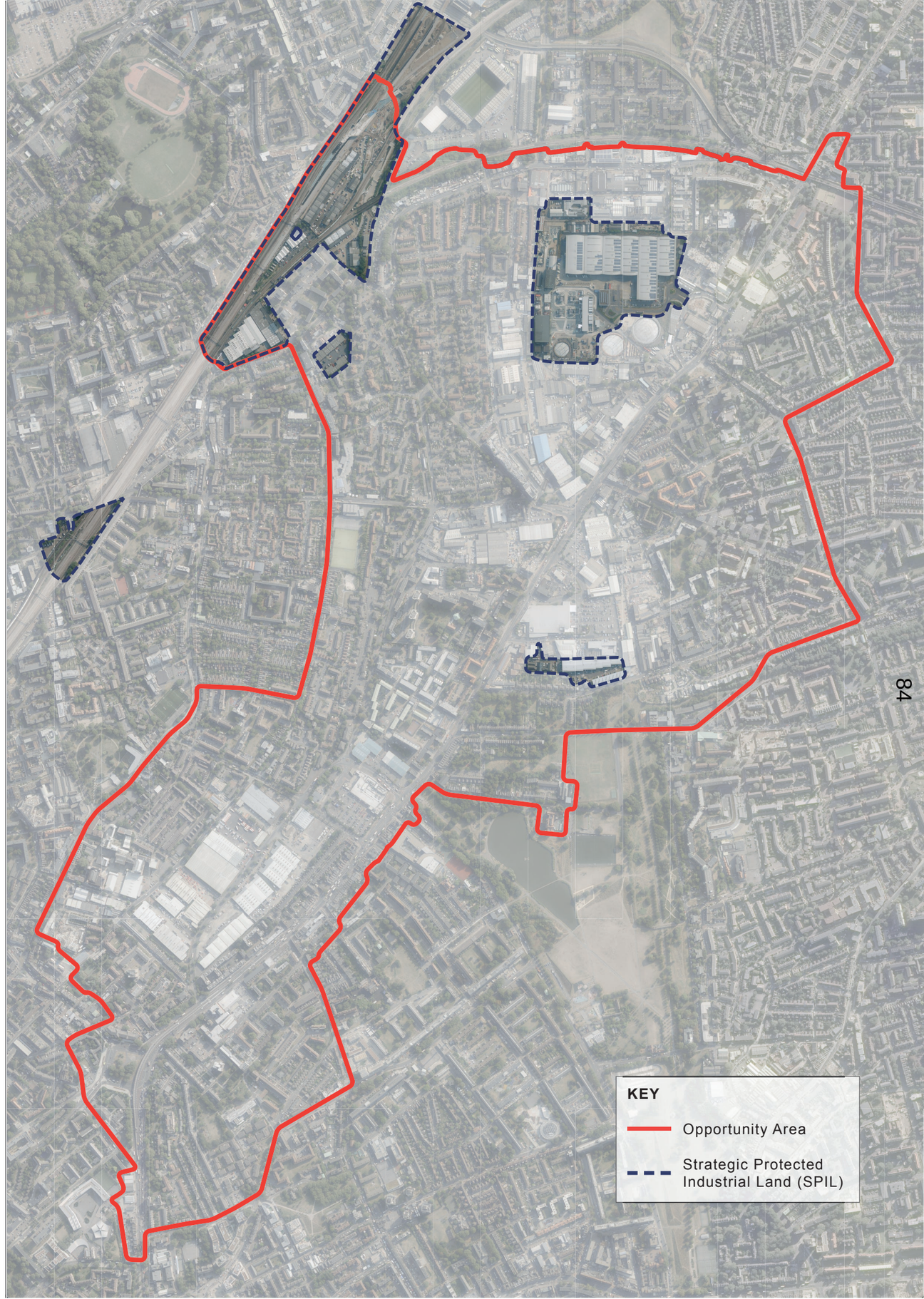
As these site allocations are designated as Strategic Protected Industrial Land (SPIL) through the New Southwark Plan, the types of employment uses that will be expected here will be those which are not necessarily compatible with residential or other sensitive uses. This means that the number of new homes to be delivered in this area will be limited to infill sites in the surrounding area.

Total SPIL in the opportunity area: 26 ha
There are currently around 95 businesses and 1,606 jobs in the SPIL.

Development potential: Intensification of industrial uses in the SPIL

Phasing:
The Bermondsey Dive Under project will allow for the release of land available for development of employment uses. The project was completed in 2017. The site should be available for development from 2019. There is also potential for intensification on the Admiral Hyson Estate and Bermondsey Trading Estate.

Above: *Arches and yard in the Rotherhithe Business Estate*



LAND USES, ACCESS AND SERVICING

SPIL provides land suitable for general and light industrial uses, logistics, waste management and environmental industries, utilities, wholesale markets, transport functions and sui generis uses that are inappropriate in residential areas. The intensification of SPIL can be used to accommodate new businesses as well as the relocation of existing businesses from other parts of the Old Kent Road.

LAND USES

Industrial Units
There is scope to provide industrial units in a range of sizes. Ceiling heights should be at least 6-8m and ideally 10m-13m for larger units and allow for the insertion of a mezzanine. Units should have square proportions and provide predominantly column free space with large clear floor spans. Units should be individually accessible, typically by double height roller shutters, with servicing taking place internally or from a forecourt. Landowners are encouraged to deliver intensification of business uses through redevelopment.

Railway Arches
Railway arches can provide space for a range of businesses. Mezzanines can be used to provide additional space for ancillary offices, storage areas and showrooms. Arches should be serviced internally or from a forecourt. Where the arches front onto streets the design and use of the space should give careful consideration to their relationship with surrounding uses and mitigate impacts on the amenities of nearby residents.

ROAD NETWORK

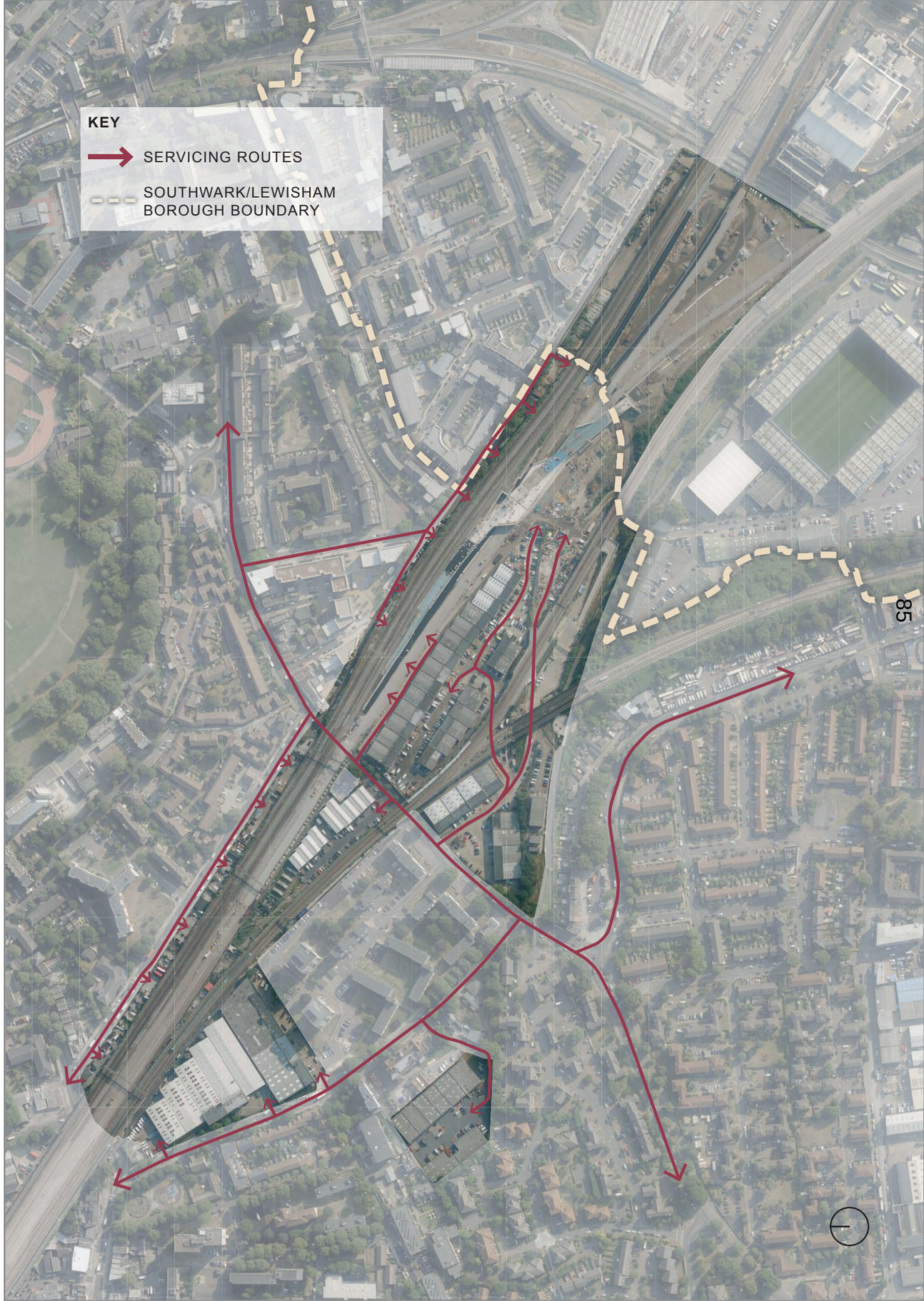
The council will carefully assess and monitor the potential impact of development which intensifies industrial uses on both the condition of the public realm and road network and the impacts on congestion, pollution and require development to contribute or offset these impacts, particularly around Rotherhithe New Road and Ilderton Road. Proposals for additional vehicle servicing routes on to the local network will not be acceptable except where they improve traffic impacts.

SERVICING

Servicing to commercial spaces and yards should take place off street to ease pressure on the road network.

The Bermondsey Dive Under land has several access points including via the Bermondsey Trading Estate on to Rotherhithe New Road, Jarrow Road, Silwood Street and Bolina Road. Proposals for this area should seek to maximise the potential to access the site through the Bermondsey Trading Estate. Silwood Street and Bolina Road have a more residential character therefore servicing through these streets should be minimised or avoided where possible.

Top: *Arch access, Bermondsey Trading Estate*
Bottom*: Arch access, Raymouth Road*



STREETS, PARKS AND PUBLIC BUILDINGS

Industrial intensification in the SPIL sites in South Bermondsey will need to carefully manage and mitigate impact on the environment for other users, particularly on the safety, convenience and attractiveness of routes for people walking and cycling.

1 LINKS TO SOUTHWARK PARK
Southwark Park is a major asset to the north of the borough. Routes to Southwark Park from Rotherhithe New Road and Ilderton Road will be made greener and safer (Silwood Street provides an example of street greening).

2 LOCAL SHOPPING PARADE
The mature trees at the north end of Ilderton Road help soften the street environment and provide an attractive setting for the local shopping parade. The wide pavements on Ilderton Road and Rotherhithe New Road will be improved with new planting, potentially including sustainable urban drainage systems.

3 SOUTH BERMONDSEY STATION
We will explore the potential to create a new access to South Bermondsey Station from Ilderton Road, adjacent to the existing truck depot site.

4 IMPROVED CONNECTIONS TO THE BLUE AND OLD KENT ROAD
The local network of green spaces will be preserved and the connections between them will be enhanced to enable ease of movement from South Bermondsey to The Blue local town centre and south to the Old Kent Road. There is a network of small green spaces including Shuttleworth Gardens to the north, tree lined Galleywall Road, the Galleywall Nature Reserve and Bramcote Park to the south.

5 BOLINA ROAD
The borough boundary with Lewisham at Bolina Road is a useful pedestrian and cycle link underneath the railway lines connecting communities across either side of the railway.. The railway bridges are too low to allow for vehicle movements generated by most of the industrial uses. The road will help provide connection to the New Bermondsey development in Lewisham and towards South Bermondsey station.

APPENDIX B

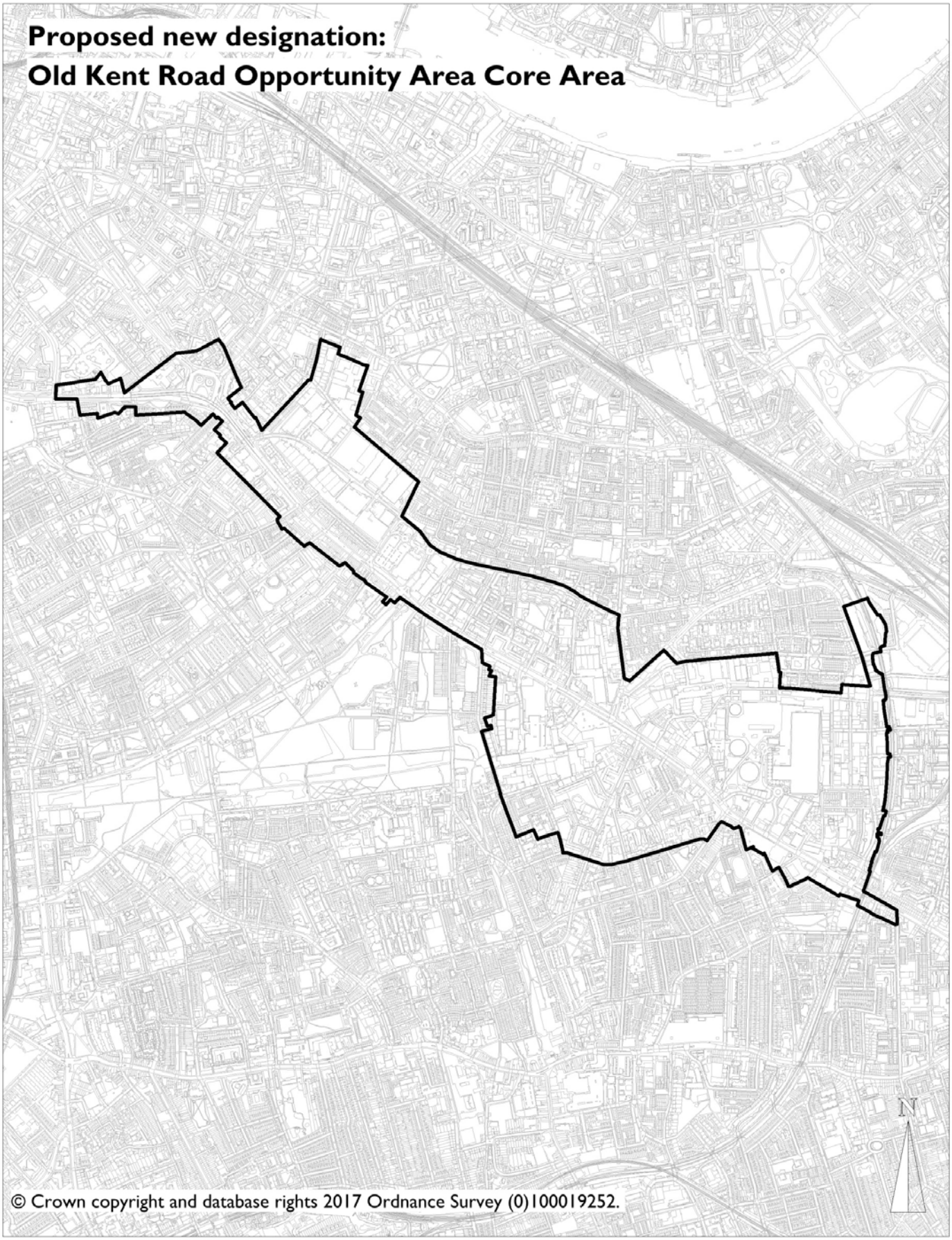
Proposed changes to the adopted policies map

Old Kent Road Area Action Plan: Further Preferred Option

No.	Title
Appendix A	Old Kent Road AAP: Further Preferred Option
Appendix B	Proposed changes to the adopted policies map
Appendix C	Consultation Plan
Appendix D	Consultation Report
Appendix E	Integrated Impact Assessment
Appendix F	Habitats Regulations Assessment

December 2017

Proposed new designations to be added to the Southwark proposals map


Proposed new designation:
Old Kent Road Opportunity Area Core Area
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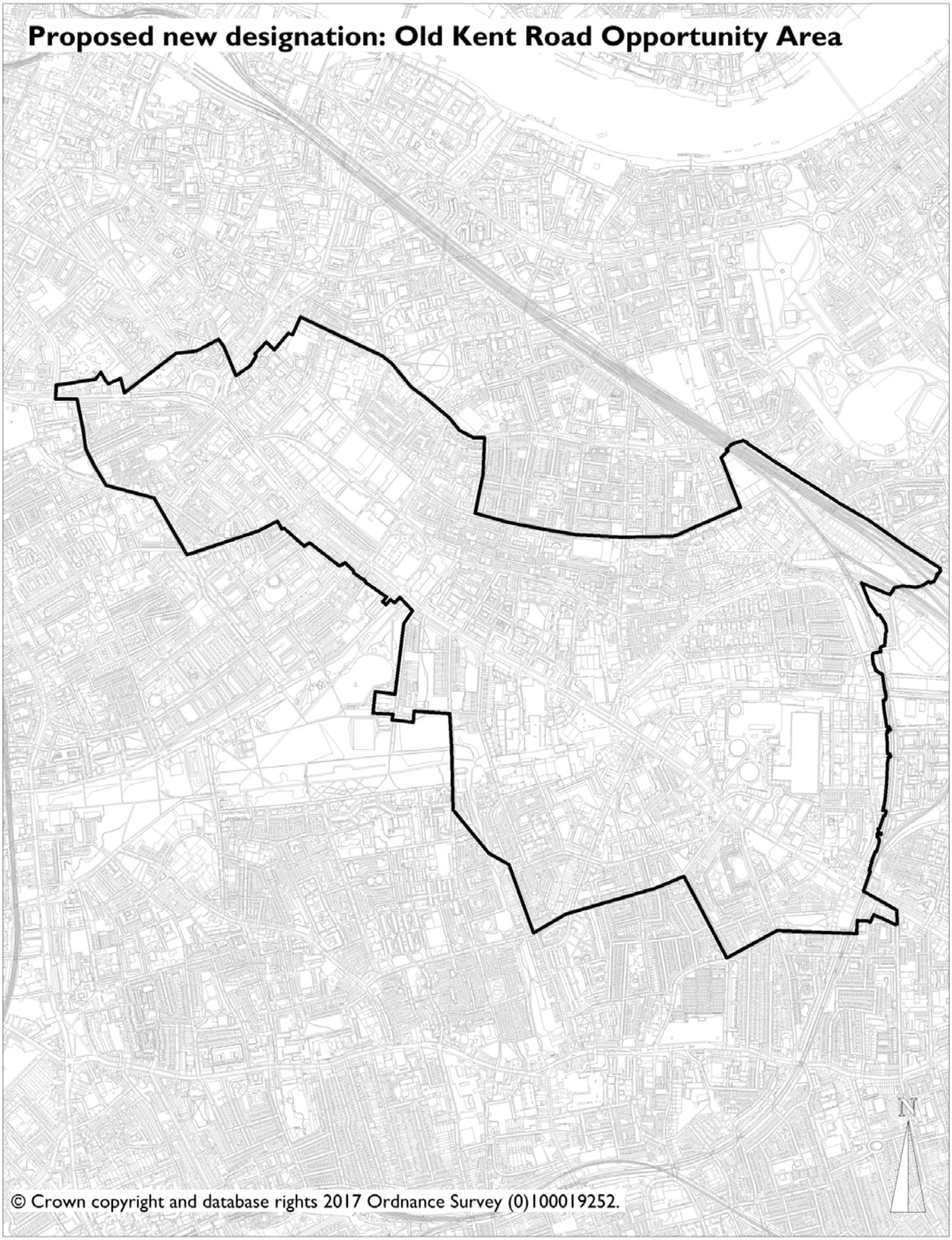
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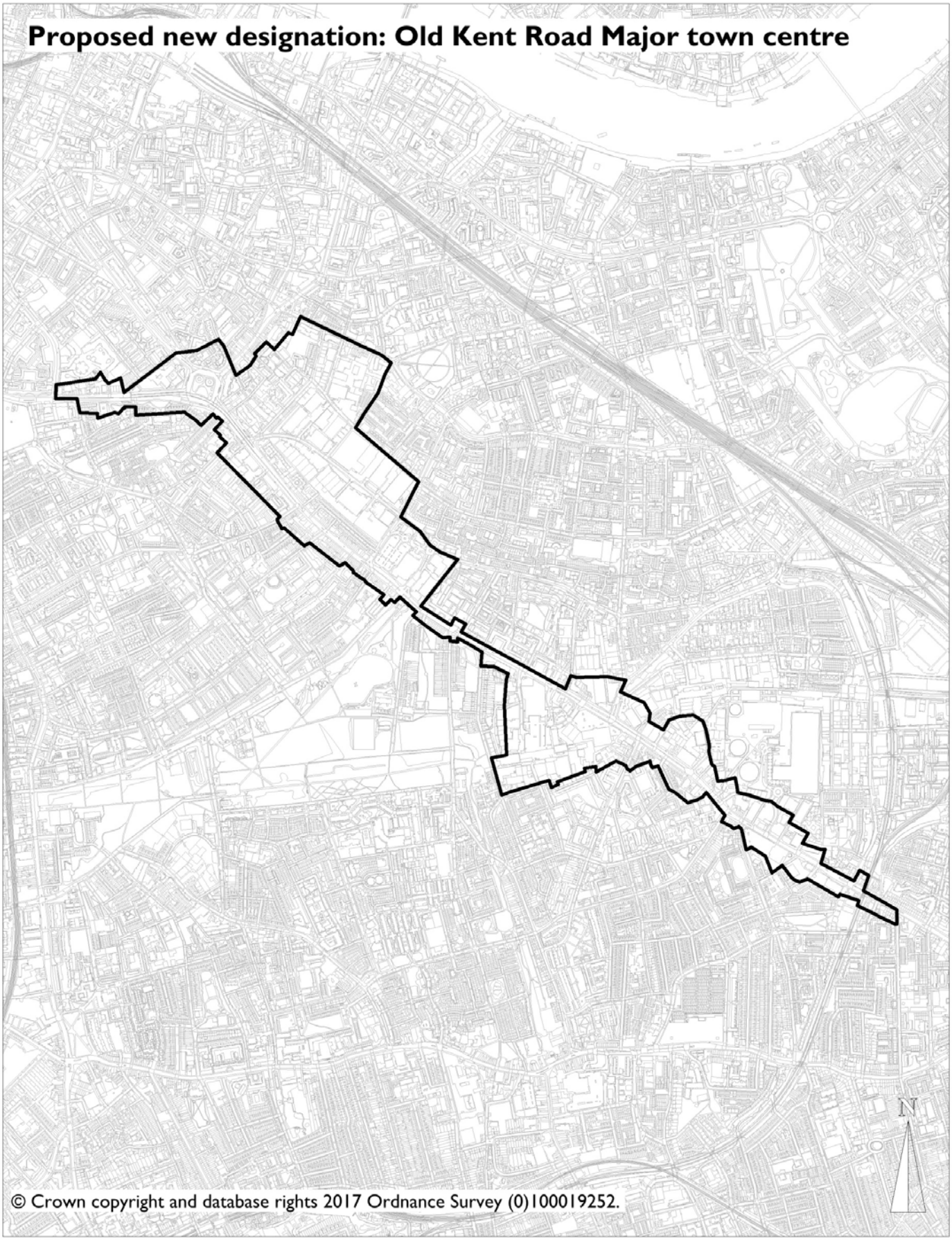
Proposed new designation: Old Kent Road Major town centre
N
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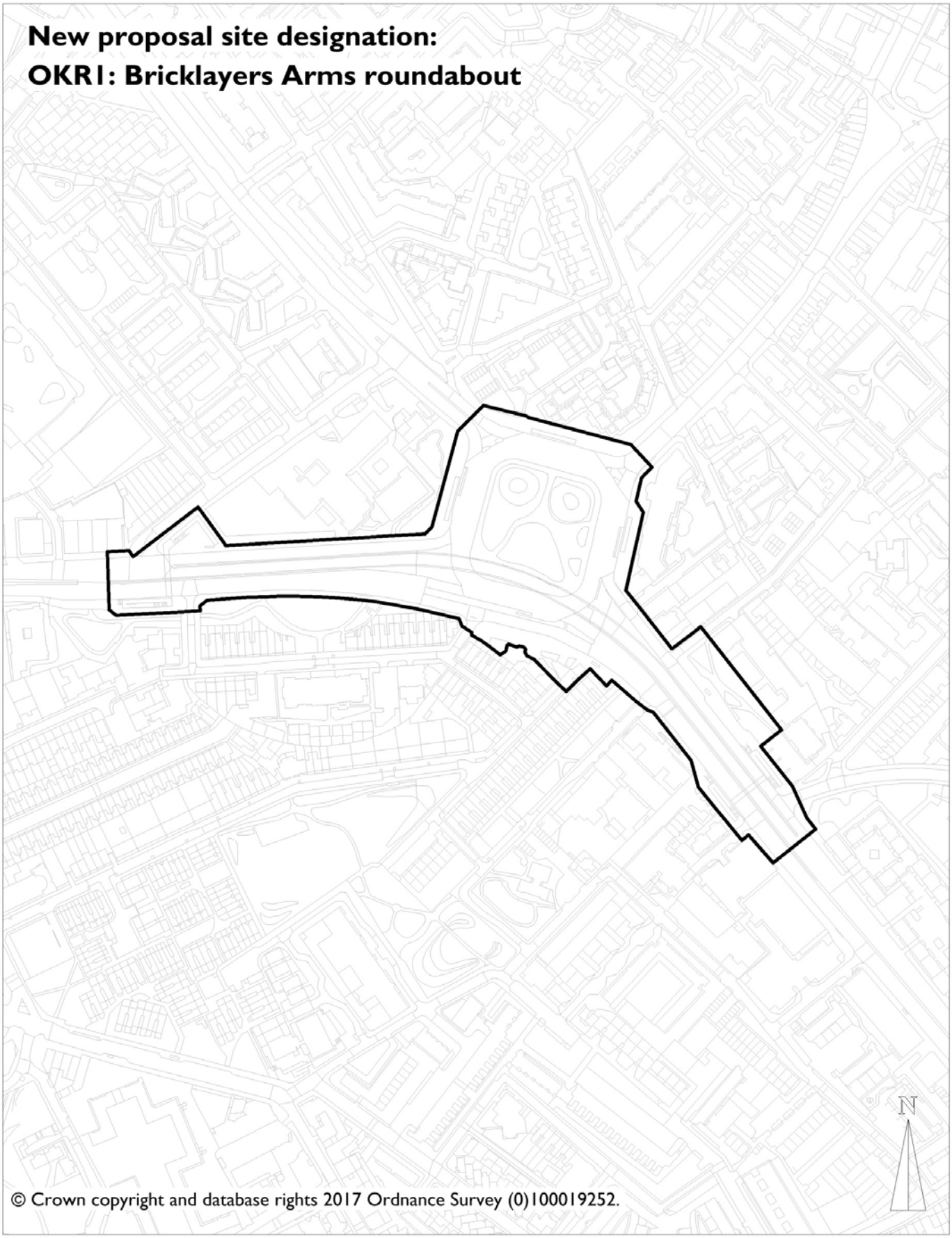
New proposal site designation:
OKR1: Bricklayers Arms roundabout



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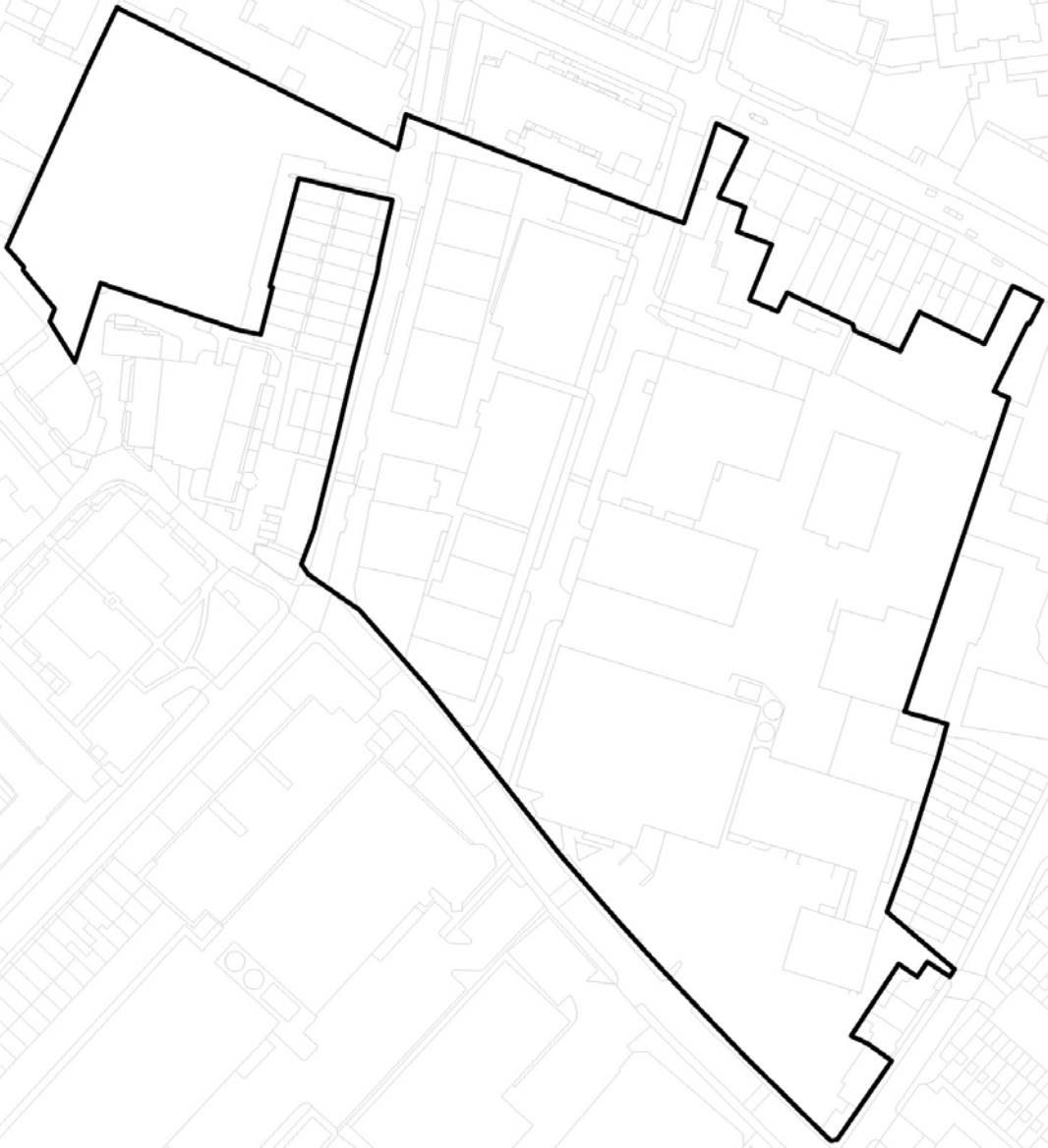
New proposal site designation:
OKR2: Crimscott Street and Pages Walk



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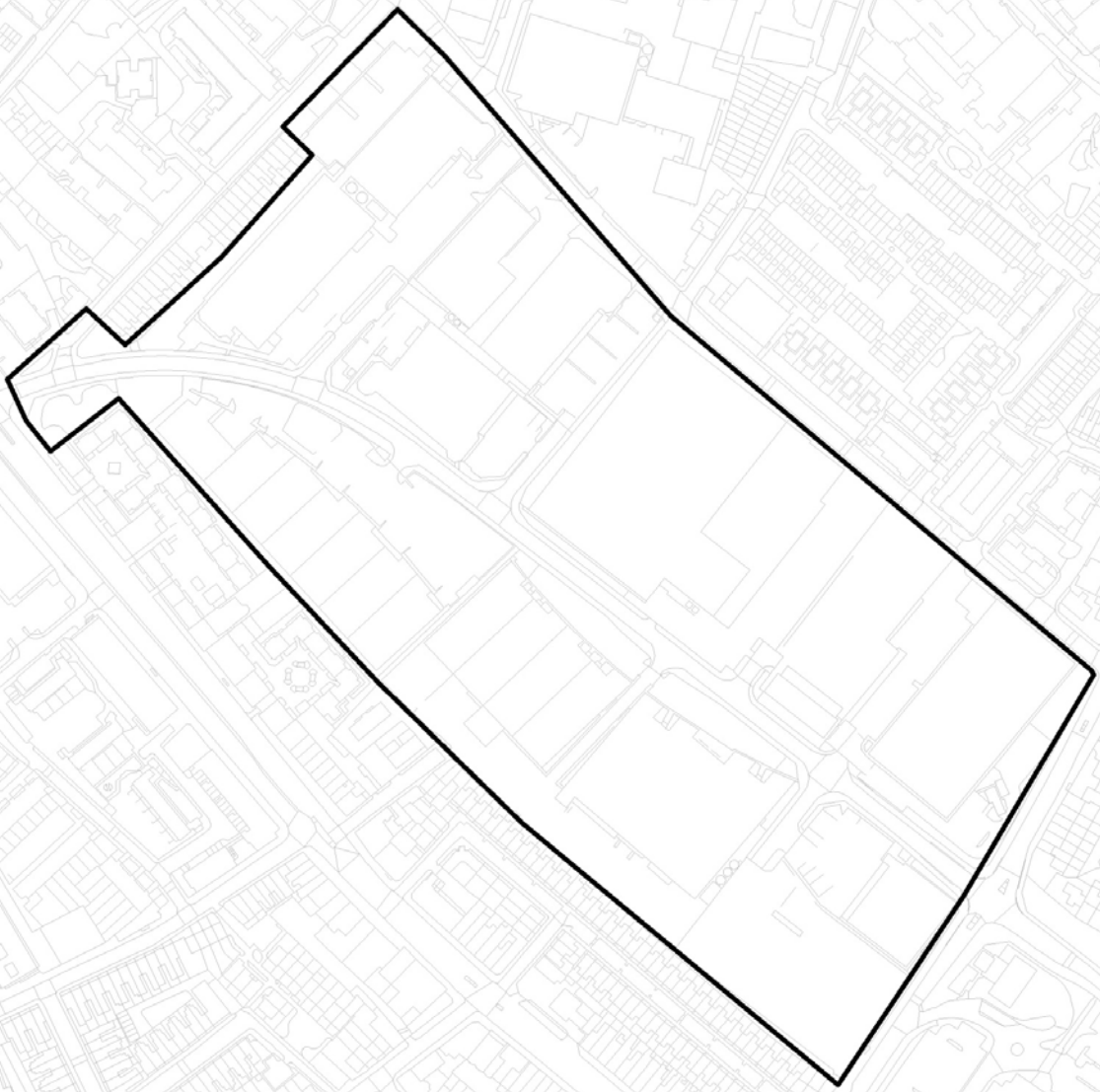
New proposal site designation:
OKR3: Mandela Way



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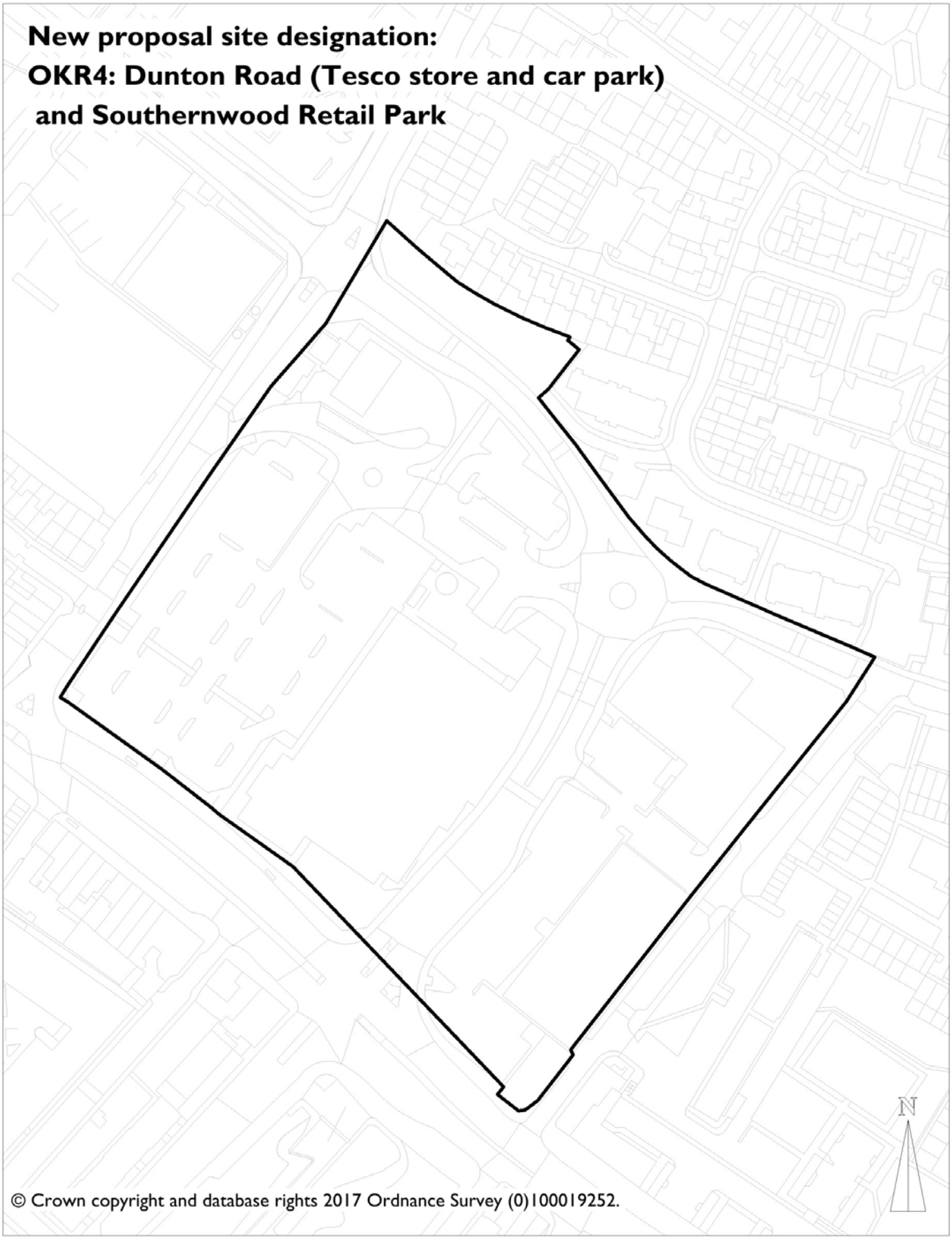
New proposal site designation:
OKR4: Dunton Road (Tesco store and car park) and Southernwood Retail Park



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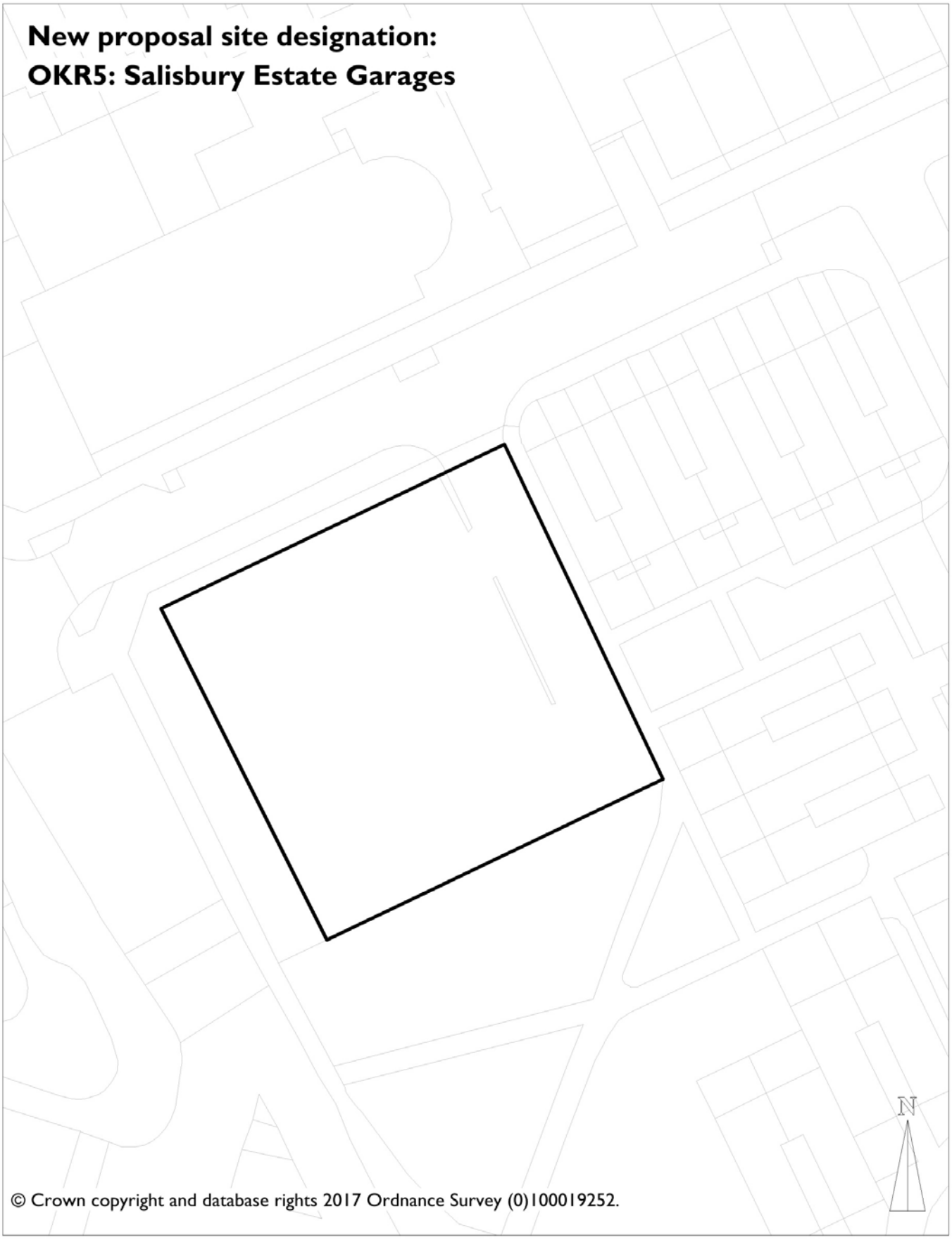
New proposal site designation:
OKR5: Salisbury Estate Garages



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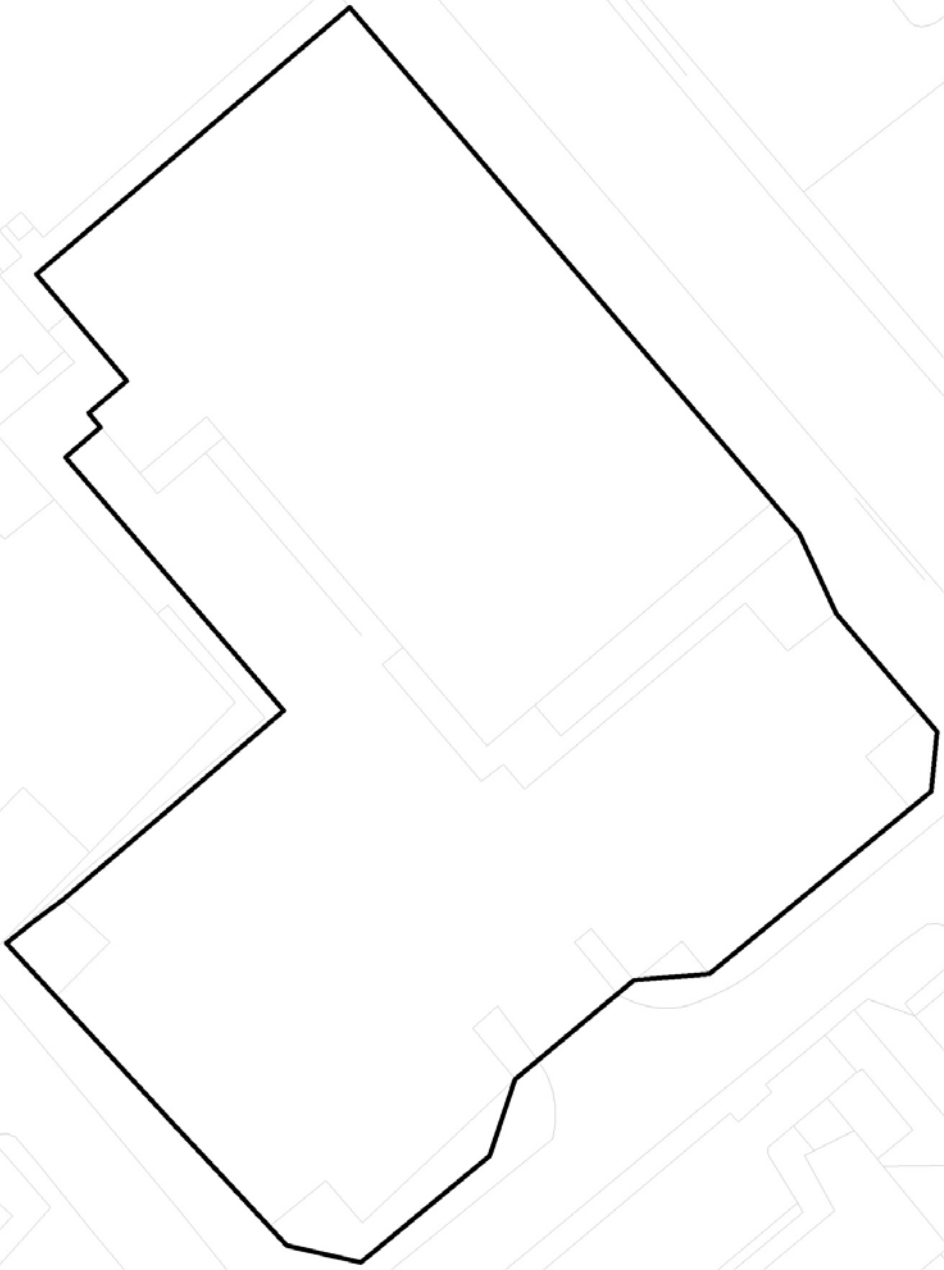
New proposal site designation:
OKR6: 96-120 Old Kent Road (Lidl Store)



N

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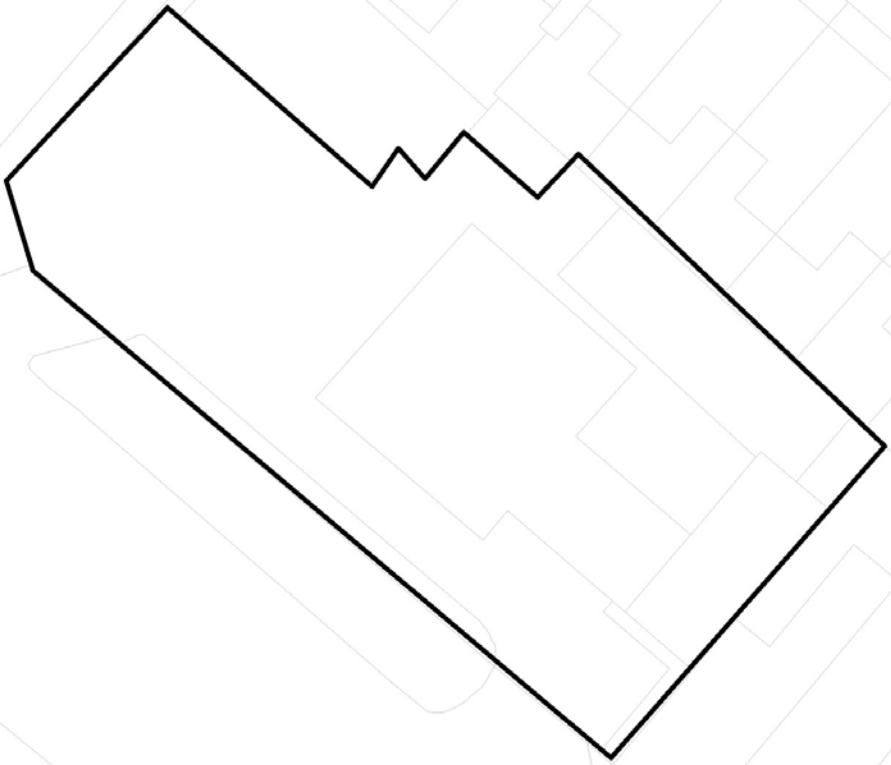
New proposal site designation:

OKR7: Former petrol filling station, 233-247 Old Kent Road



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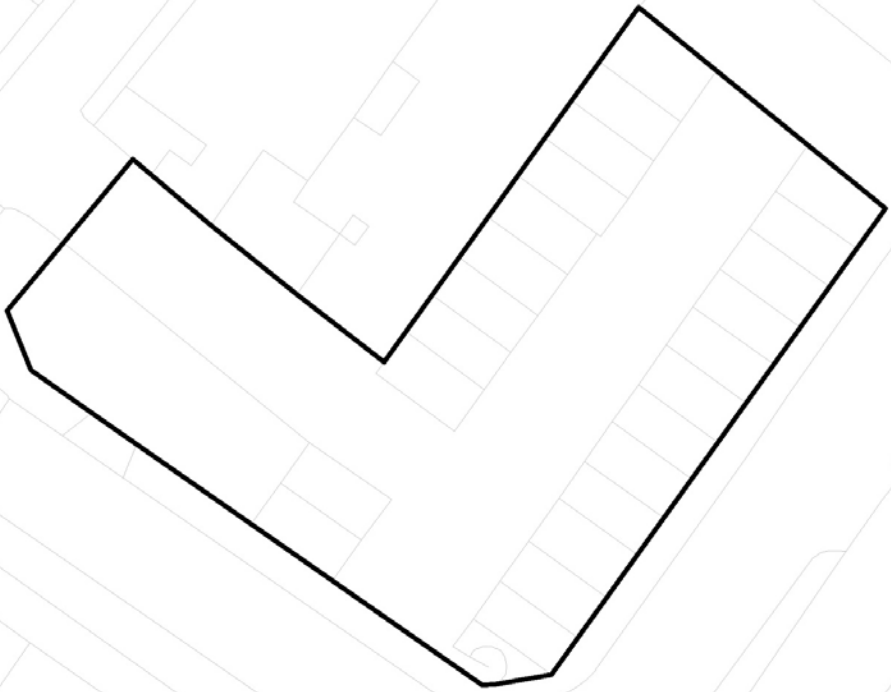
New proposal site designation:
OKR8: Kinglake Street Garages



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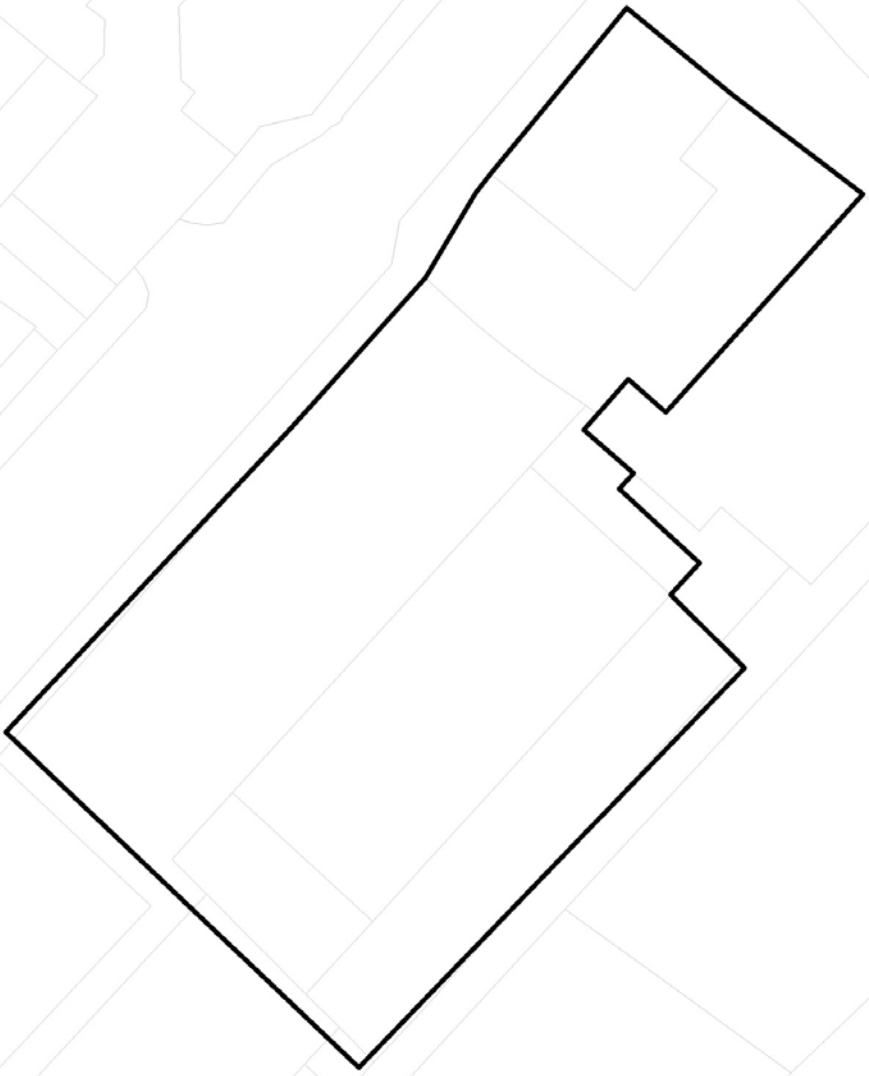
New proposal site designation:
OKR9: 4-12 Albany Road



N

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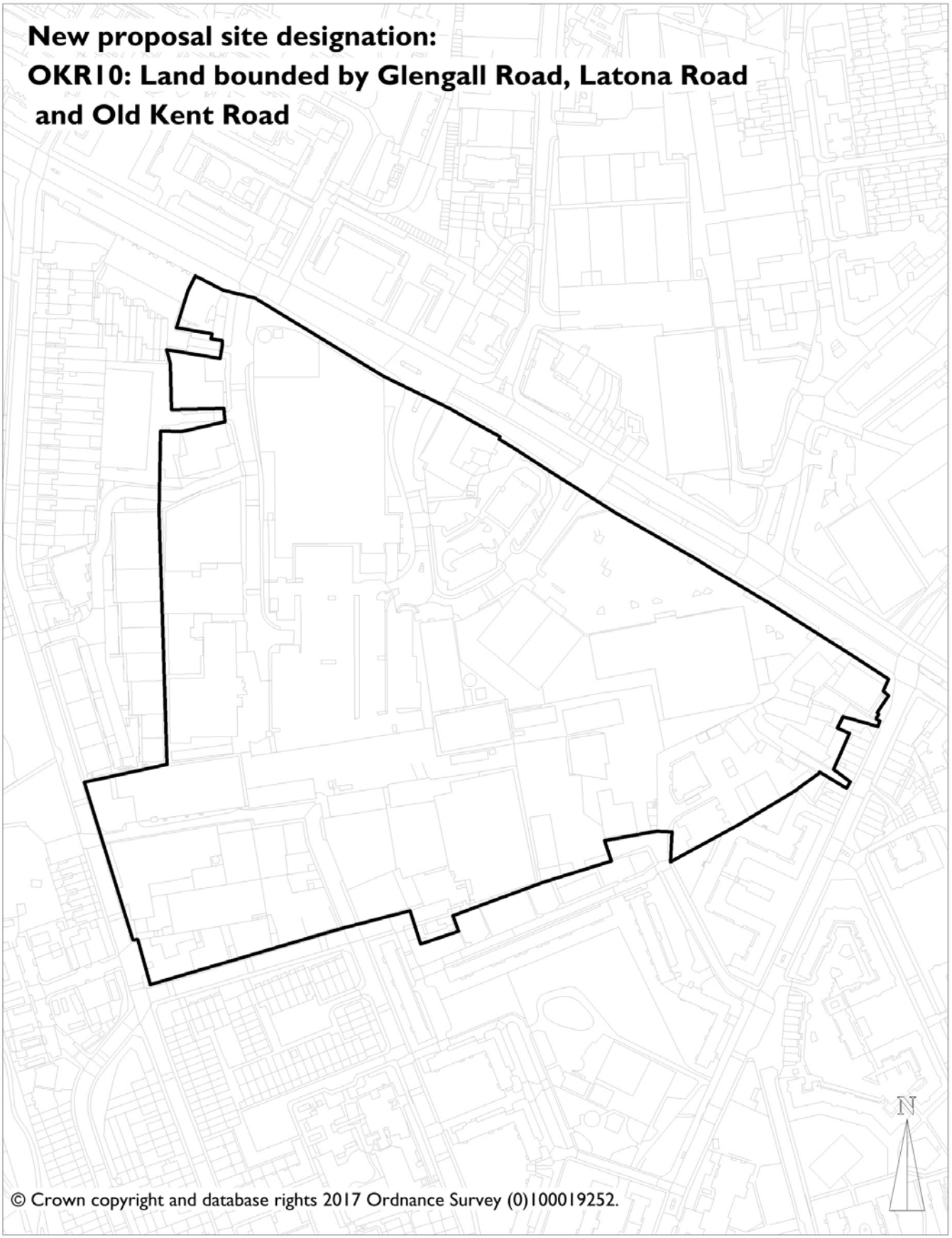
New proposal site designation:
OKR10: Land bounded by Glengall Road, Latona Road and Old Kent Road



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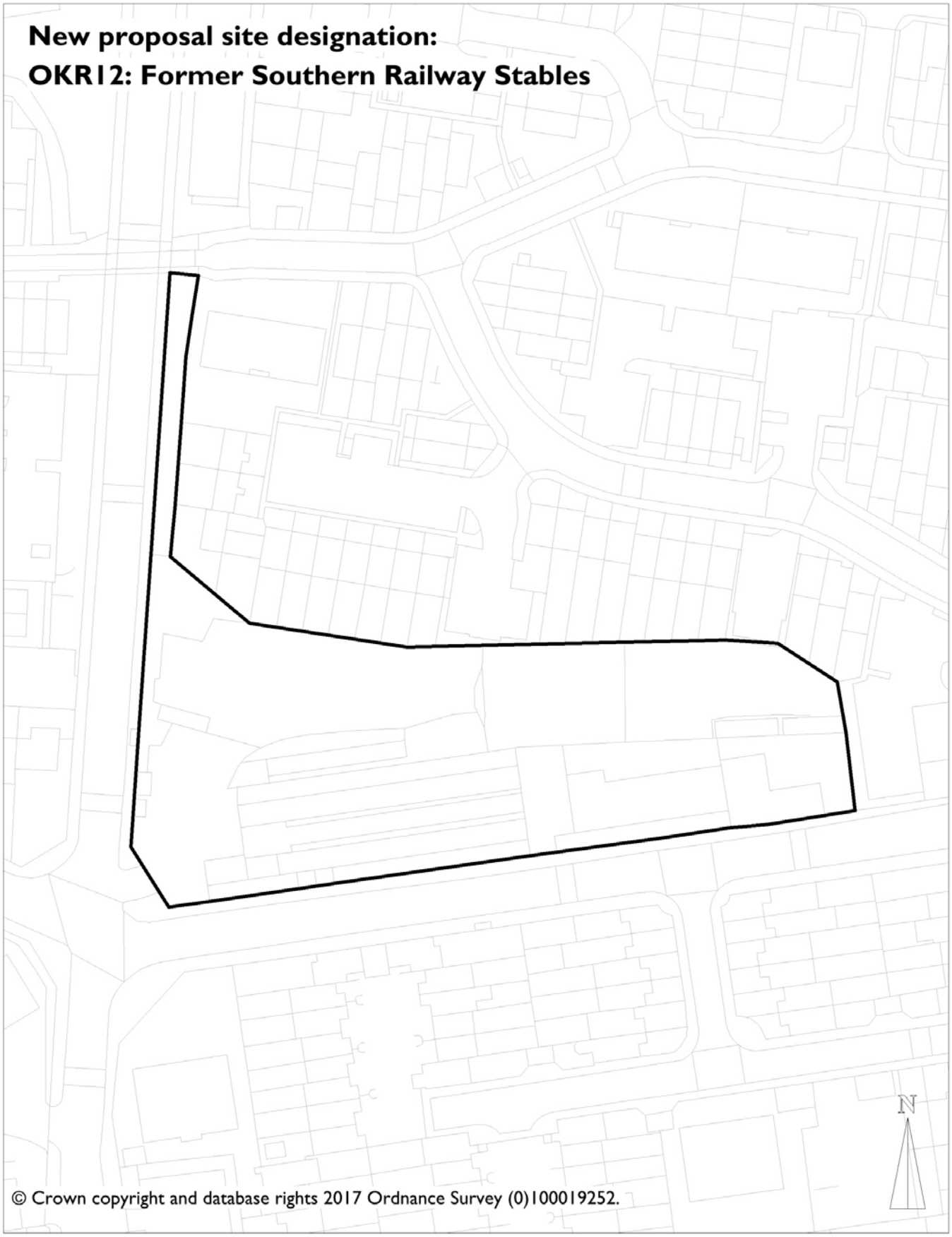
New proposal site designation:
OKR11: Marlborough Grove and St James's Road
N
© Crown copyright and database rights 2017 Ordnance Survey (0)100019252.

New proposal site designation:
OKR12: Former Southern Railway Stables



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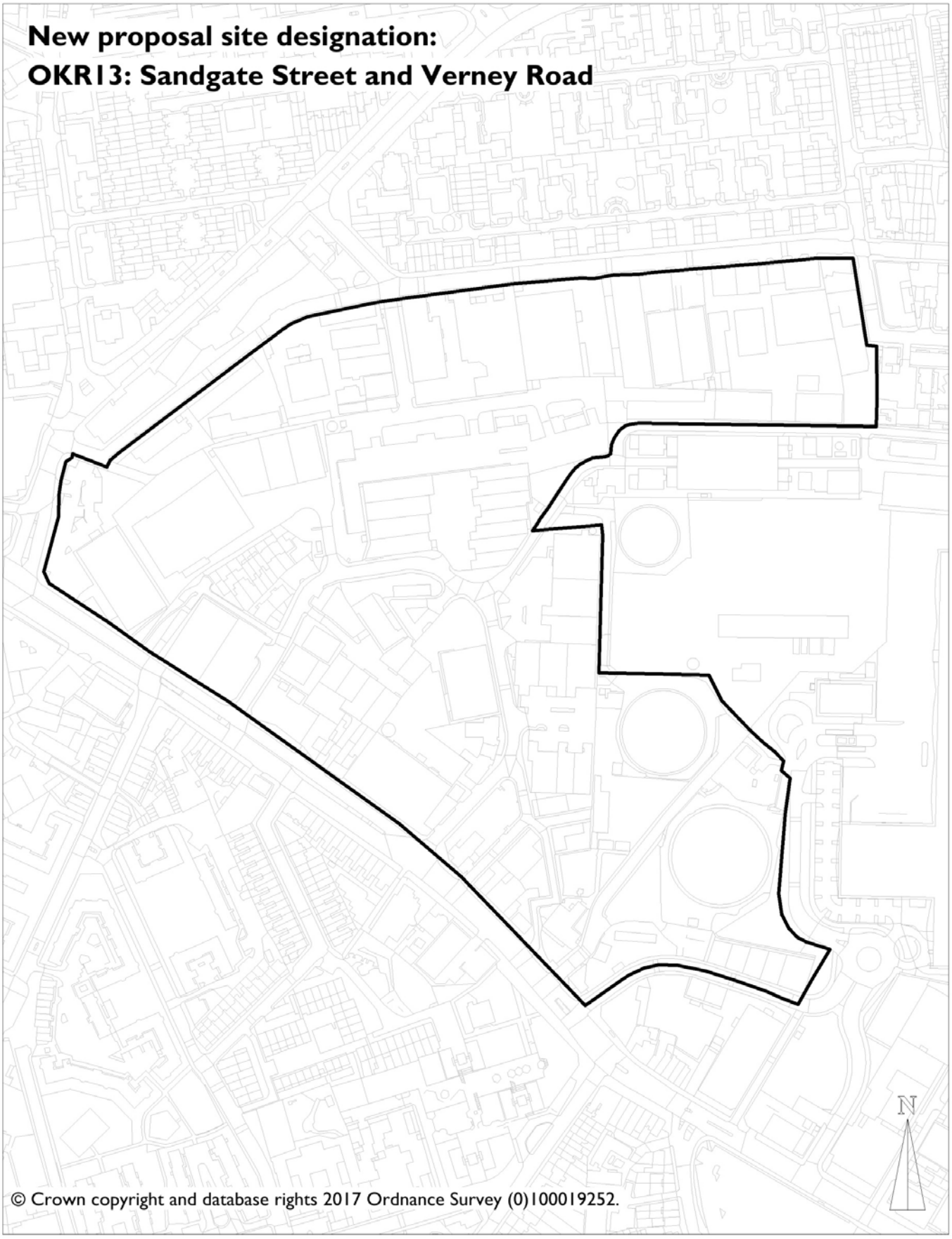
New proposal site designation:
OKR13: Sandgate Street and Verney Road



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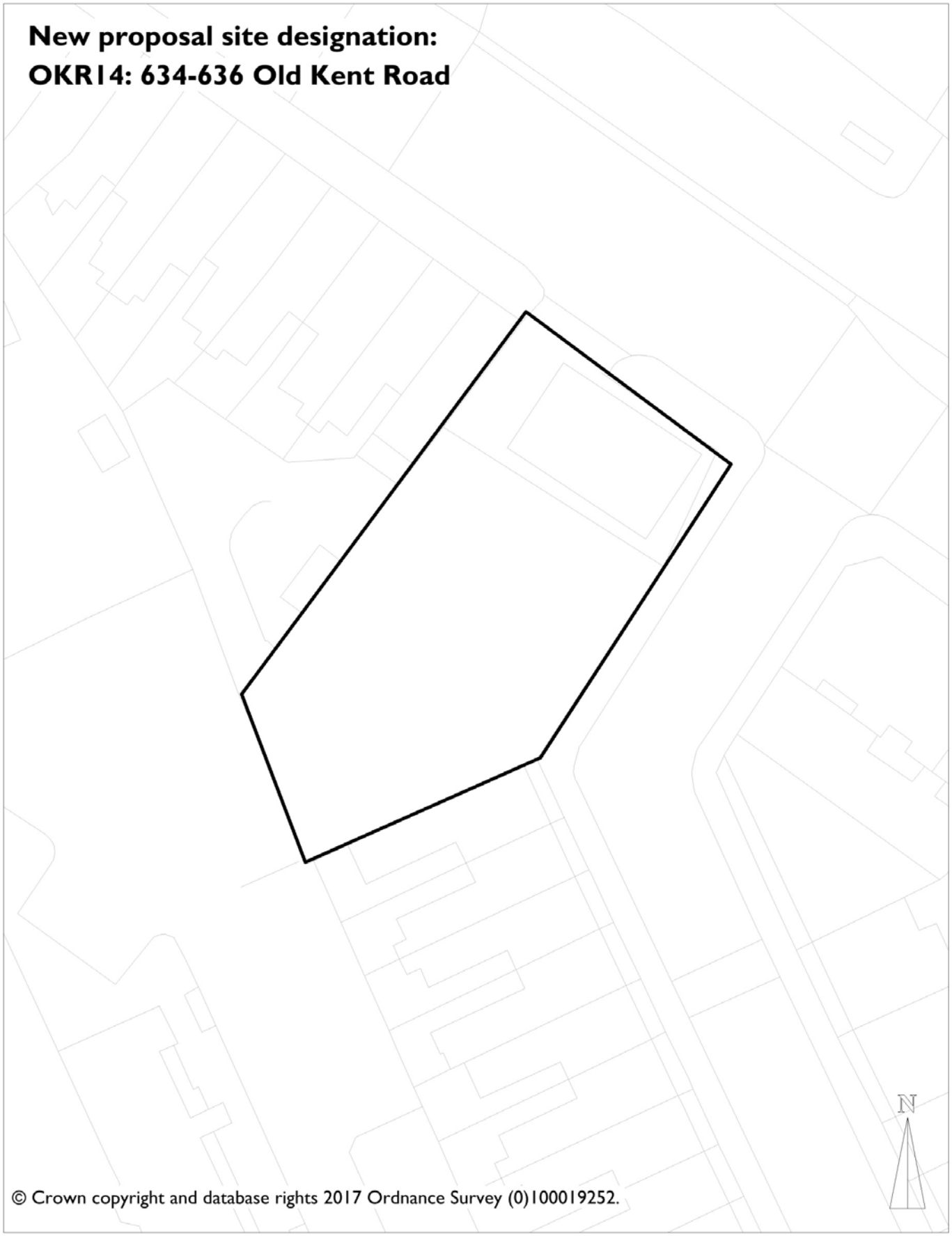
New proposal site designation:
OKR14: 634-636 Old Kent Road



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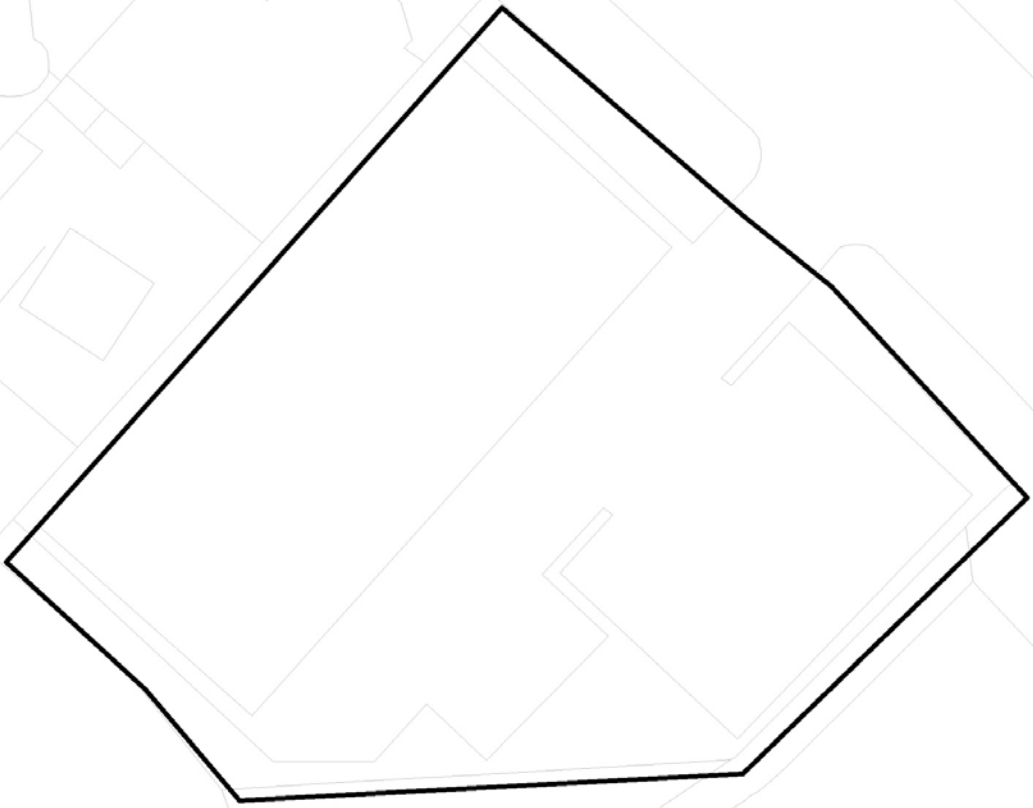
New proposal site designation:
OKR15: 684-698 Old Kent Road (Kwik Fit Garage)



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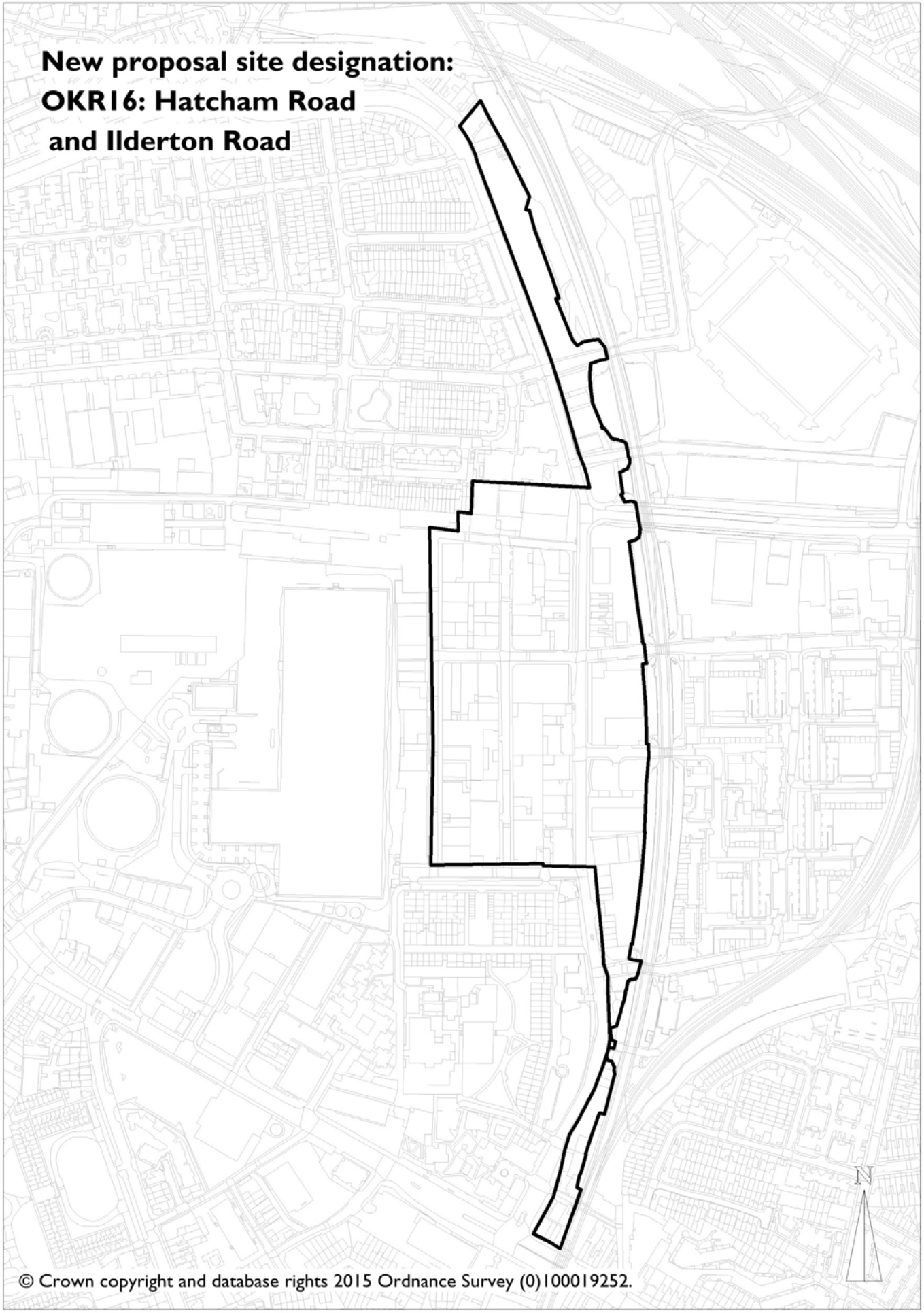
New proposal site designation:
OKR16: Hatcham Road
and Ilderton Road
N
© Crown copyright and database rights 2015 Ordnance Survey (0)100019252.

New proposal site designation:
OKR17: South of Old Kent Road (760,812 and 840 Old Kent Road, Toysrus and Aldi stores)

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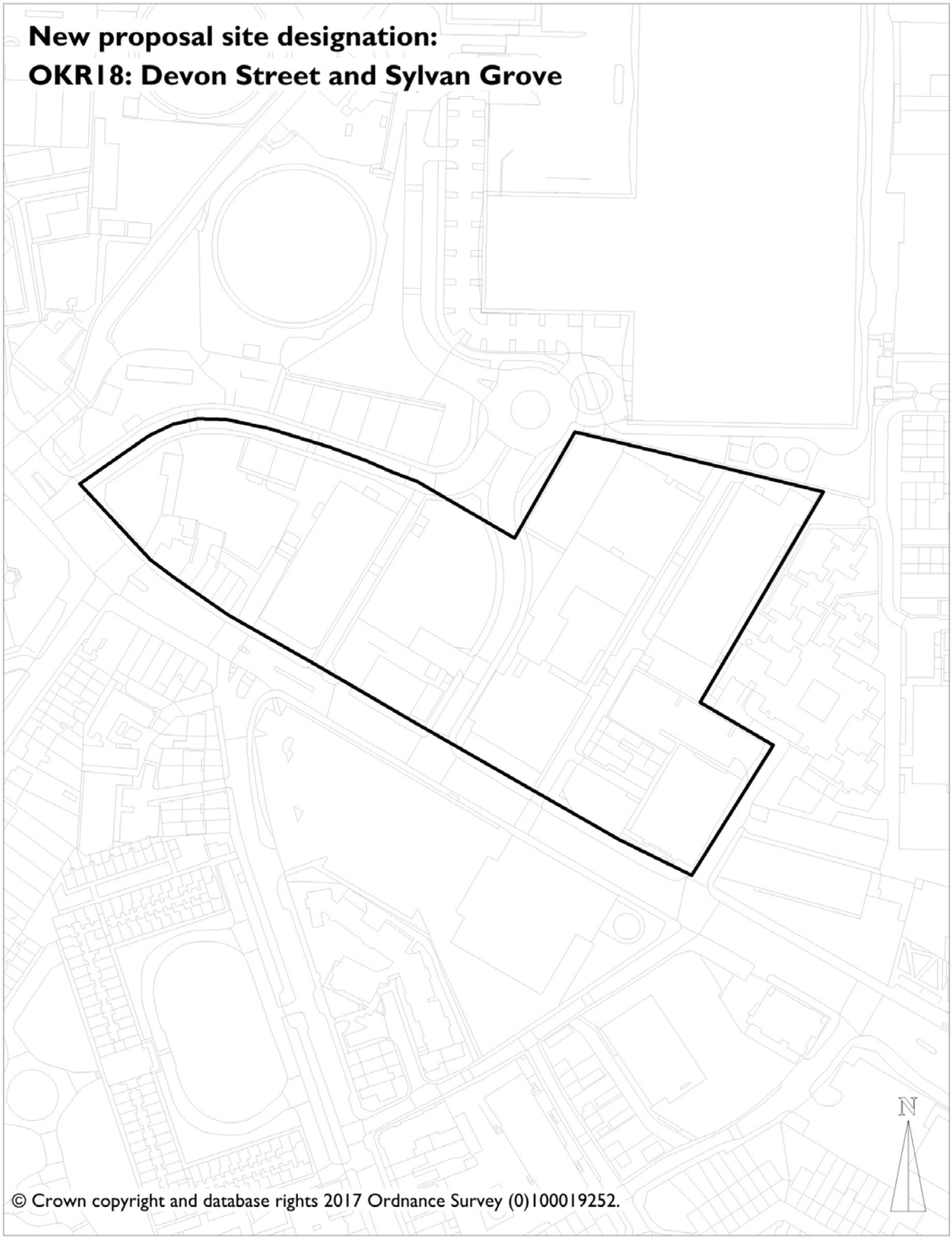
New proposal site designation:
OKR18: Devon Street and Sylvan Grove



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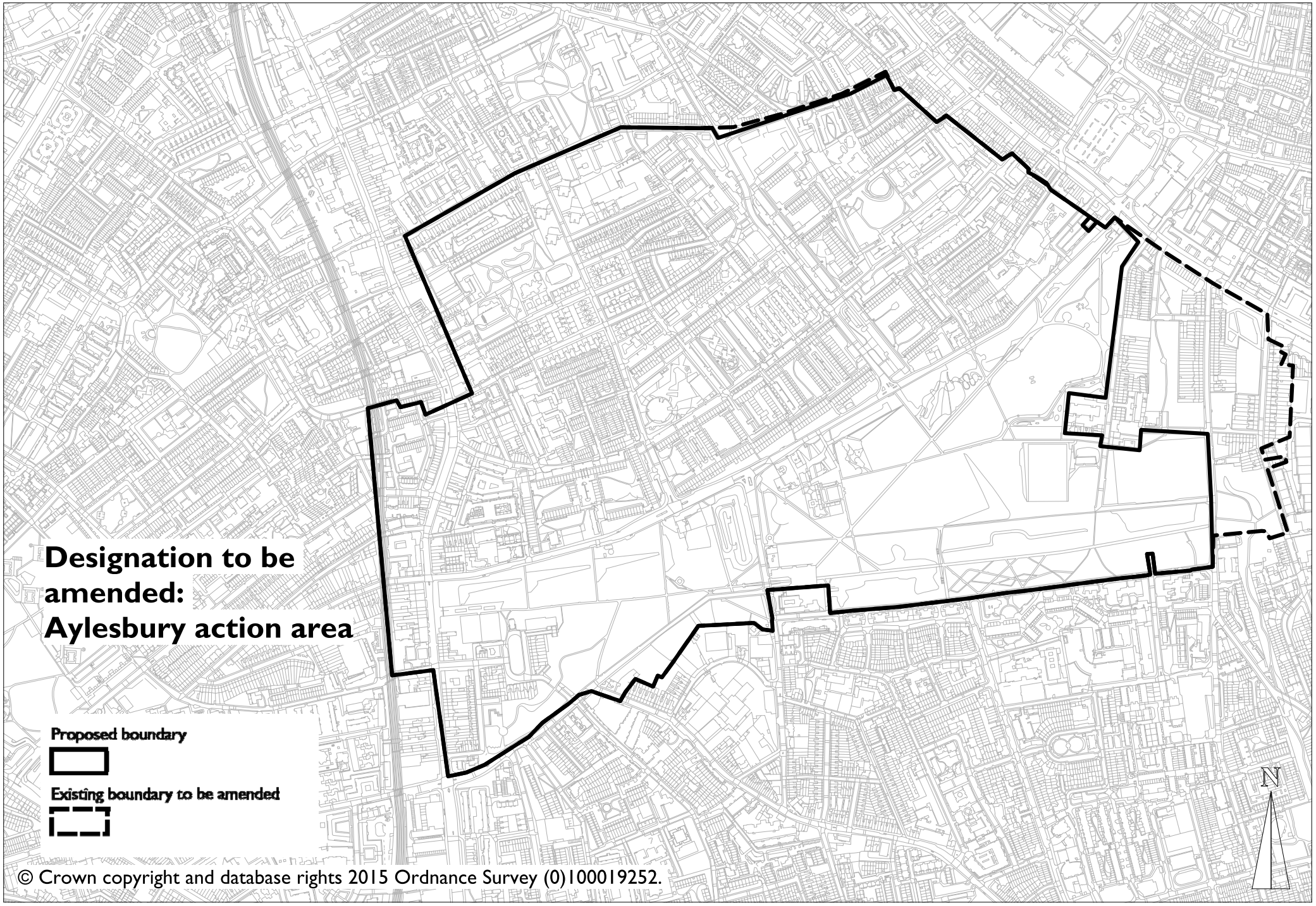
Proposed designations to be amended on the Southwark proposals map



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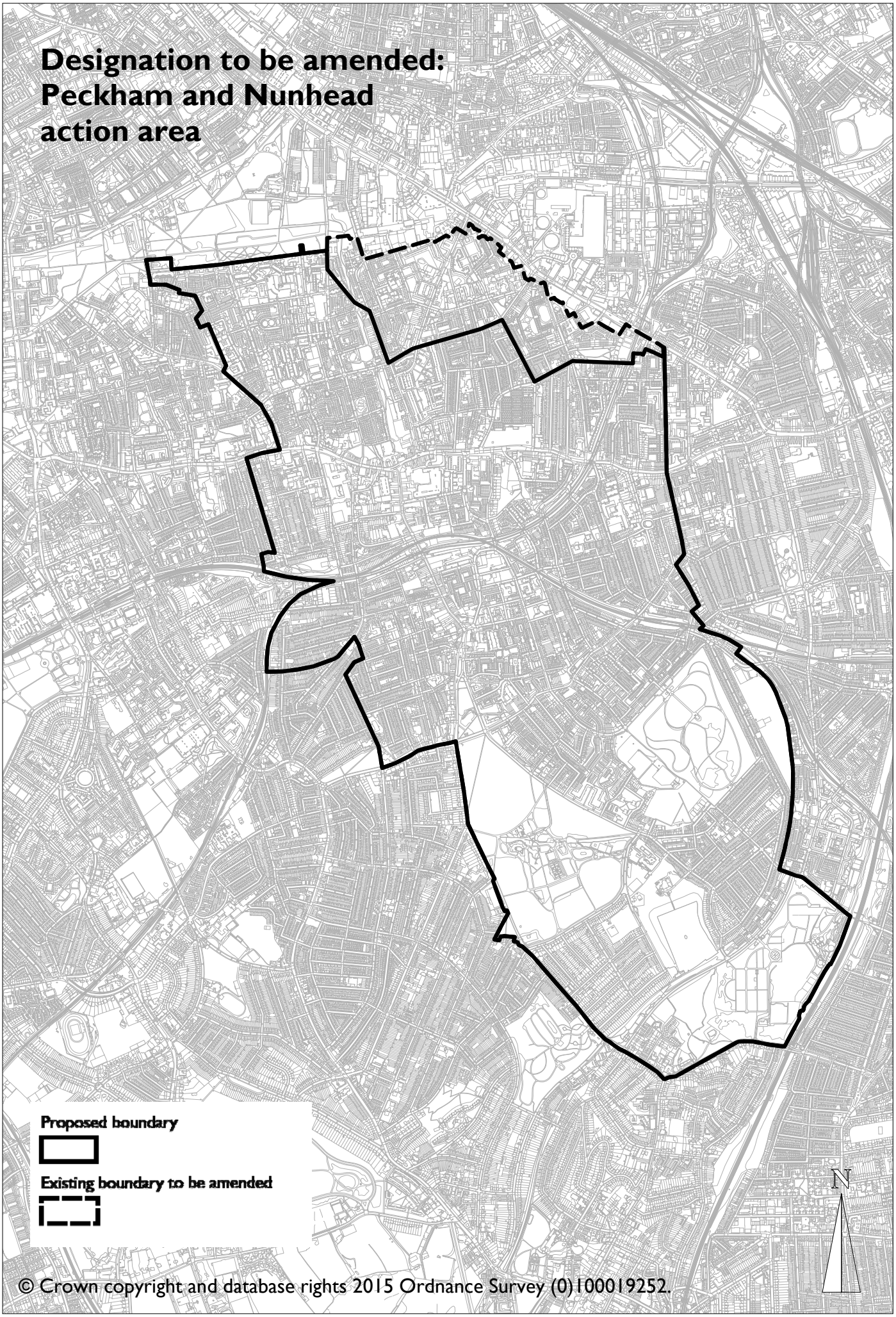

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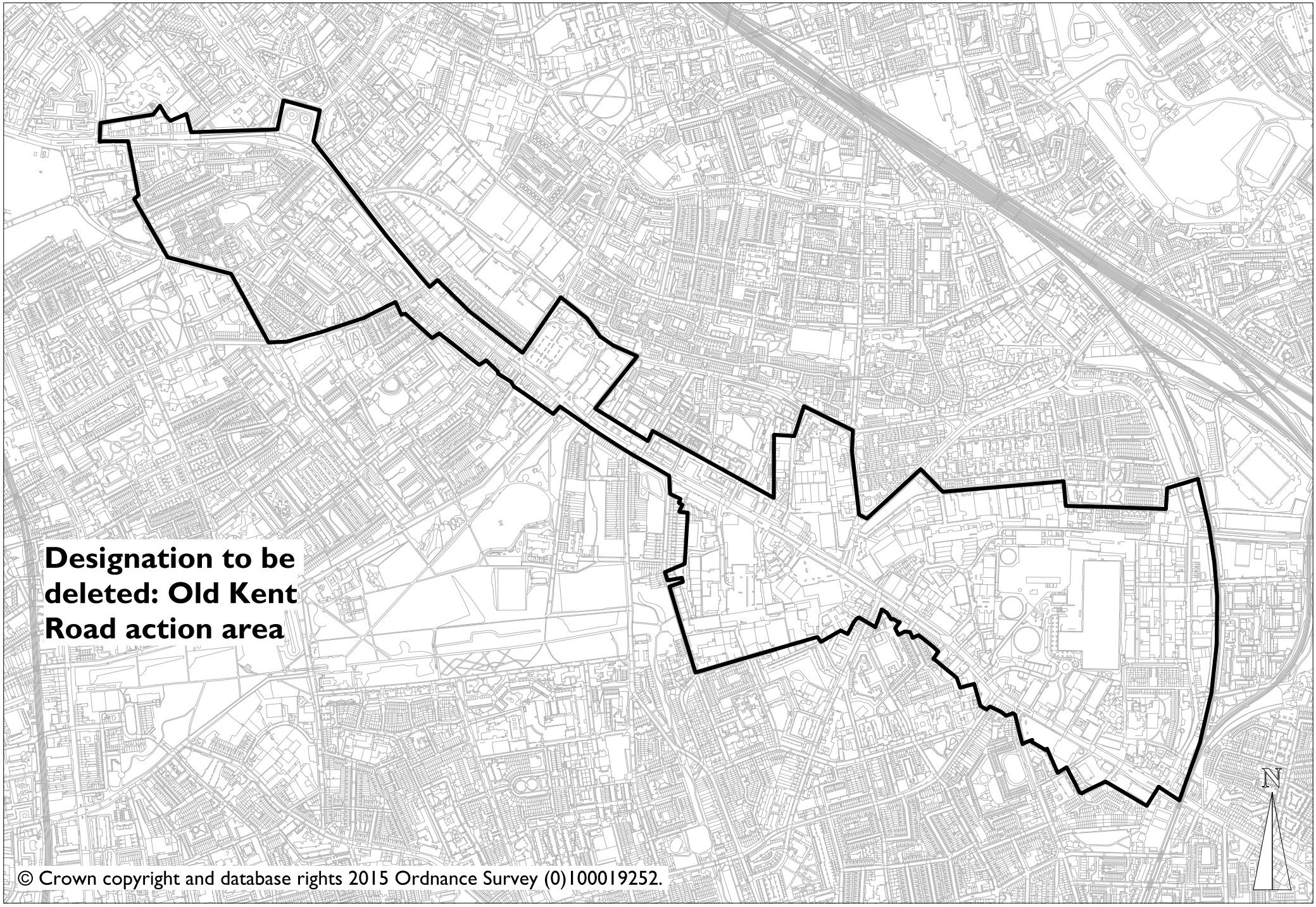

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APPENDIX C

Consultation Plan

Old Kent Road Area Action Plan: Further Preferred Option

No.	Title
Appendix A	Old Kent Road AAP: Further Preferred Option
Appendix B	Proposed changes to the adopted policies map
Appendix C	Consultation Plan
Appendix D	Consultation Report
Appendix E	Integrated Impact Assessment
Appendix F	Habitats Regulations Assessment

December 2017

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	Appendices	
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B	List of consultees	11

CONSULTATION	TIMETABLE
Informal consultation	2013-Spring 2016
Consultation on Integrated Impact Assessment Scoping Report	12 February 2016 - 18 March 2016
Consultation on the draft Old Kent Road Area Action Plan Preferred Option draft AAP policies	June 2016 – November 2016
Consideration of responses and developing the draft Old Kent Road Area Action Plan	Autumn 2016
Consultation on the draft Old Kent Road Area Action Plan proposed new and amended AAP policies	June 2017 – September 2017
Consultation on AAP: Further Preferred Option	December 2017 - March 2018
Consultation on the submission version Old Kent Road Area Action Plan	2018
Submission of the draft Old Kent Road Area Action Plan to the Planning Inspectorate	2018/19
Examination in Public	2018/19
Adoption of the Old Kent Road Area Action Plan	2019

HOW TO COMMENT ON THIS DOCUMENT

This further preferred option has been prepared in response to the previous consultations and is being consulted on to ensure that all residents and visitors have an opportunity to consult on all policies before the formal 'proposed submission' stage.

We welcome your comments on the Old Kent Road AAP: Further Preferred Option and on the supporting documents. Please contact us if you would like to know more about the documents or to find out more about our consultation.

All comments must be received by 5pm on 7 March 2018. Comments received after this date may not be taken into consideration.

Representations can be made by:

- Visiting our consultation hub: https://consultations.southwark.gov.uk
- Sending an email to planningpolicy@southwark.gov.uk
- Alternatively you can send your response to:

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

  Tel: 0207 525 5741

1. Introduction

1.1. The Old Kent Road Area Action Plan (AAP) is a plan to regenerate the Old Kent Road and surrounding area. It sets out a vision for how the area will change from 2017 to 2036. This includes delivering 20,000 new homes and 10,000 additional jobs. The vision will be delivered by a strategy, policy designations, site allocations and masterplans. We will require development as set out in the AAP to make sure that over the next twenty years we get the right development needed to support a healthy, safe and prosperous community and a fairer future for all in the Old Kent Road area.

1.2. The AAP will be part of our framework of planning documents. It will be a material planning consideration in deciding planning applications in the opportunity area. It will help ensure that we make decisions transparently, providing clarity for members of the public and giving more confidence to developers to invest in the area. It will also be an opportunity area planning framework (OAPF) and will be endorsed by the Mayor of London.

1.3. This is the formal stage of public consultation on the AAP. We have been engaging and consulting the local community and businesses groups over the past two years as set out in the table on page 1.

The Purpose and Objectives of this plan

1.4. The process of reviewing the AAP needs to involve local community groups, residents, landowners, developers and businesses at each stage to ensure that the plan meets the needs of those living in, working in and visiting the Old Kent Road area.

1.5. The purpose of this consultation plan is to make sure that we involve local people in preparing these documents in a way that considers their needs. There are minimum legal requirements for consultation we need to follow which you can read about in sections 2 and 3 below.

2. How we are consulting

2.1. We carry out consultation in accordance with our adopted statement of community involvement, which explains how we will consult the community in the preparation of planning policy documents. The following section sets out how we plan to meet the minimum statutory consultation requirements and how we will exceed these requirements where appropriate.

2.2. In the current stage of consultation we will invite members of the public and other stakeholders to make representations on the AAP. The AAP will undergo further consultation. Further details of the next steps for each document are set out in section 5.

2.3. This consultation plan should be read alongside the:

- **The Old Kent Road Area Action Plan: Further Preferred Option**
  This sets out our proposals for the AAP.

2.4. In addition there are a number of supporting documents. These include:

- **Integrated Impact Assessment of the AAP**
  This analyses the economic, environmental and social impacts of the AAP and identifies mitigating measures where necessary. It also incorporates equalities analysis and a health impact assessment.

- **Habitat regulations assessments of the AAP**
  Carried out under the EU Habitats Directive, this assess the effects of land use plans on European sites to determine whether there will be any 'likely significant effects' as a result of the plan's implementation.

2.5. All of these documents can be found on our website at: http://www.southwark.gov.uk/oldkentroadaap

3. The timetable and methods of consultation

Consultation timeframe

3.1. In accordance with Southwark's Statement of Community Involvement (SCI), the AAP Further Preferred Option will be available for comment from 13 December 2017 to 7 March 2018.

.

3.2. All responses must be received by 5pm on 7 March 2018.

Consultation methods

3.3. The documents will be published on the council's website and made available at libraries, MySouthwark service points and the council's Tooley Street offices. An advert publicising the documents will be put in the press and an email notification will be sent to around 7000 people on MySouthwark who are signed up for planning policy notifications.

3.4. The two tables below set out details of the statutory minimum required to meet Government regulations and further additional methods of consultation with consultee groups.

3.5. We will organise more events and consultation activities in this plan and we will attend further meetings with local interest groups and organisations where this is requested. We will update the list of consultation events on our website throughout the consultation.

Table 1
Statutory consultation

METHOD OF CONSULTATION	CONSULTEE	DATE	COMMENTS
Place AAP and supporting documents on the council's website.	All	By 13 December 2017	Our website will continually be updated.
Put the AAP and supporting documents in libraries and My Southwark service points.	All	By 22 December 2017	List of places to view the documents is set out in appendix A.
Press notice in local newspaper advertising the beginning of the formal consultation.	All	By 14 December 2017	This will be in the Southwark News.
Mail-out to all statutory consultees on planning policy database and My Southwark	All on planning policy consultee database	By 13 December 2017	

Table 2
Additional consultation

METHOD OF CONSULTATION	CONSULTEE	DATE	COMMENTS
Update website and consultation hub with questionnaire and idea sharing platform.	All	December 2017	Information and questionnaire for ease of comments to be made on the plan.
Leaflets to be sent to all addresses in the Old Kent Road Opportunity Area	All living and working in opportunity area	December 2017	
Mail-out to all non-statutory consultees on planning policy database. This will set out the timescale for consultation and how people can comment; and will also invite local groups to contact us if they would like us to attend their community meeting to discuss the AAP or other documents.	All on planning policy consultee database and My Southwark.	December 2017	
New London Architecture event – Old Kent Road	Interested parties are invited to book a place on the event. Further details will be available on our website. The event will be recorded and/or live streamed on to our website/facebook pages.	15 December 2017 (8.30-9.30am)	New London Architecture, The Building Centre, 26 Store Street, London, WC1E 7BT
Presentations/announcements on the AAP at community council meetings.	All who attend the community council meetings	Bermondsey and Rotherhithe CC (10 Jan or 26 Feb 2018) Borough, Bankside and Walworth CC (9 Jan or 27 Feb 2018) Camberwell CC (30 Jan 2018) Dulwich CC (24 Jan or 27 Feb 2018) Peckham and Nunhead CC (17 Jan 2018)	Venue and time information available on the council's website.
Where requested, we will attend existing meetings with local community groups and	Members of individual groups and organisations	Dates to be confirmed	

organisations			
Presentation/consideration of the draft AAP by Planning committee	Planning committee	16 January 2018	
Presentations and discussions with tenants and residents associations, schools, older people, businesses and faith groups	TRA members, schools, older people, businesses and faith groups	Dates and details tbc	
Focus group with major retailers	Major retailers	Date to be confirmed	
Consultation event and workshops with Old Kent Road businesses	Old Kent Road businesses and retailers	Date to be confirmed	
Continuing discussions with landowners and developers	Landowners and developers	Ongoing	
Southwark Design Review Panel	Design experts	Date and details tbc	
Updates on the council's facebook and twitter pages	Facebook and twitter followers	Ongoing	
News item in Southwark Life/local newsletters	Delivered to every home in Southwark	January – March 2018	
Old Kent Road drop-in events – opportunity to talk to officers and find out more about the plan	All	January-February 2018	Venues on or near the Old Kent Road
News item in Corporate E-News letter	144,000 contacts on My Southwark	January - February 2018	
Youth radio	Young people	January - February 2018 tbc	

4. What happens next?

4.1. This is a further stage of consultation on the AAP. Next steps are set out in the table on page 1.

Old Kent Road Area Action Plan

4.2. After consulting on the AAP: Further Preferred Option, we will collate all the feedback we receive and publish a final version of the plan for formal consultation. This will then be submitted to the Secretary of State who will appoint an independent inspector to hold an examination-in-public into the soundness of the plan. The plan will then be adopted, subject to any modifications recommended by the inspector.

APPENDIX A

List of locations where the AAP and supporting documents can be viewed

Libraries

- **Blue Anchor Library:** Market Place, Southwark Park Road, SE16 3UQ (Monday, Tuesday & Thursday 9am to 7pm, Friday 10am to 6pm, Saturday 9am to 5pm)
- **Brandon Library:** Maddock Way, Cooks Road, SE17 3NH (Monday, Tuesday & Thursday 2pm to 7pm, Friday 10am to 3pm, Saturday 10am to 5pm)
- **Camberwell Library:** 48 Camberwell Green, SE5 7AL (Monday to Friday 9am to 8pm, Saturday 9am to 5pm, Sunday 12pm to 4pm)
- **Canada Water Library:** 21 Surrey Quays Road, SE16 7AR (Monday to Friday 9am to 8pm, Saturday 9am to 5pm, Sunday 12am to 4pm)
- **Dulwich Library:** 368 Lordship Lane, SE22 8NB (Monday, Wednesday, Thursday & Friday 9am to 8pm, Tuesday 10am to 8pm, Saturday 9am to 5pm, Sunday 12pm to 4pm)
- **East Street Library:** 168-170 Old Kent Road, SE1 5TY (Monday, Tuesday & Friday 2pm to 7pm, Thursday 10am to 3pm, Saturday 10am to 5pm)
- **Grove Vale Library:** 25-27 Grove Vale, SE22 8EQ (Monday, Tuesday & Thursday 2pm to 5pm, Friday 10am to 3pm, Saturday 10am to 5pm)
- **John Harvard Library:** 211 Borough High Street, SE1 1JA (Monday to Friday 9am to 7pm, Saturday 9am to 5pm, Sunday 12pm to 4pm)
- **Kingswood Library:** Seeley Drive, SE21 8QR (Monday & Thursday 10am to 2pm, Tuesday & Friday 2pm to 6pm, Saturday 1pm to 5pm)
- **Newington Temporary Library:** Elephant Artworks – Second Floor, Elephant Road, SE17 1LB (Monday to Friday 9am to 8pm, Saturday 9am to 5pm, Sunday 12pm to 4pm)
- **Nunhead Library:** Gordon Road, SE15 3RW (Monday, Tuesday & Thursday 2pm to 7pm, Wednesday 10am to 3 pm, Friday 10am to 3pm, Saturday 10am to 5pm)
- **Peckham Library:** 122 Peckham Hill Street, SE15 5JR (Monday, Tuesday, Thursday & Friday 9am to 8pm, Wednesday 10am to 8pm, Saturday 10am to 5pm, Sunday 12pm to 4pm)

My Southwark service points

Peckham My Southwark customer service point
122 Peckham Hill Street,
London SE15 5JR

Walworth My Southwark customer service point
376 Walworth Road,
London SE17 2NG

Council offices
Council offices: 160 Tooley Street, SE1 2QH
Open Monday-Friday 10am-4pm

Note: The SCI refers to consultation documents being available in Area Housing Offices and One Stop Shops. Both of these premises have been replaced by Service Points.

APPENDIX B

LIST OF CONSULTEES

* Please note this list is not exhaustive and also relates to successor bodies where re-organisations occur.

Statutory

We must consult the following specific consultation bodies in accordance with The Town and Country Planning (Local Development) (England) Regulations 2004 and The Town and Country Planning (Local Development) (England) (Amendment) Regulations 2008.

- British Telecommunications
- Historic England
- Environment Agency
- Greater London Authority
- Natural England
- Secretary of State
- Thames Water Property Services
- The Coal Authority
- London Boroughs and the Cities of London and Westminster
- Southwark Clinical Commissioning Group
- Any of the bodies from the following list who are exercising functions or a function in the borough:
    1. Person to whom a licence has been granted under section 7 (2) of the Gas Act 1986
    2. Sewage undertakers
    3. Water undertakers.
- Any person to whom the electronic communalisations code applies by virtue of a direction given under Section 106 (3)(a) of the Communications Act 2003
- Any person who owns or controls electronic communications apparatus situated in any part of the borough,

Local consultees

All consultees identified in our Statement of Community Involvement through the My Southwark mailing database or any superseded bodies to any defunct organisations specified in the SCI.

APPENDIX D

Consultation Report

Old Kent Road Area Action Plan: Further Preferred Option

No.	Title
Appendix A	Old Kent Road AAP: Further Preferred Option
Appendix B	Proposed changes to the adopted policies map
Appendix C	Consultation Plan
Appendix D	Consultation Report
Appendix E	Integrated Impact Assessment
Appendix F	Habitats Regulations Assessment

December 2017

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2	**Stages of consultation**	4
3	**Summary of consultation**	11
4	**Next steps**	21
	Appendices	
	Appendix 1 - Summary of key issues raised in consultation responses to the survey questions **Appendix 2** – Press advertisements in Southwark News **Appendix 3** – 2015 'business atlas' research flyer **Appendix 4** – Postal summary leaflet and questionnaire **Appendix 5** – Copies of mail outs **Appendix 6** – Letter to businesses and Business Network FAQ	

1. INTRODUCTION

1.1 What is the Old Kent Road Area Action Plan?

The Old Kent Road Area Action Plan (AAP) is a plan to regenerate the Old Kent Road and surrounding area. It sets out a vision for how the area will change over the period leading up to 2036. This includes delivering 20,000 new homes and 10,000 new jobs. The vision is supported by a strategy with policies we will put in place to deliver it. The AAP will make sure that over the next twenty years we get the right development needed to support a healthy, safe and prosperous community and a fairer future for all in the Old Kent Road area.

The AAP will be part of our framework of planning documents. It will be a material planning consideration in deciding planning applications in the opportunity area. It will help ensure that we make decisions transparently, providing clarity for members of the public and giving more confidence to developers to invest in the area. It will also be an opportunity area planning framework (OAPF) and will be endorsed by the Mayor of London.

1.2 What is this consultation report?

The purpose of this report is to summarise the consultation carried out to date. Section 2 of this report explains these stages of consultation. After each stage of consultation we will update this report to reflect the most recent consultation.

At each stage of consultation we carry out activities in accordance with our Statement of Community Involvement (SCI) (2008). The SCI sets out how the council will consult on all of our planning policy documents. The SCI refers to a number of legal and regulatory requirements, both in terms of methods of consultation and also particular bodies that we must engage with, and sets out how we meet these requirements. When the SCI was produced it was done so with regard to the Town and Country Planning (Local Development) (England) Regulations 2004 and the Town and Country Planning (Local Development) (England) (Amendment) Regulations 2008. In April 2012, both sets of regulations were replaced by the Town and Country Planning (Local Planning) (England) Regulations 2012. Consultation and procedure has been carried out in accordance with the revised Regulations.

The Localism Act 2011 introduced the “duty to co-operate”, which requires us to engage with a range of bodies on an ongoing basis as part of the production of planning policy documents. Much of the process that is required by the duty is already covered in our SCI and has been an integral part of the preparation of new planning policy in the borough. We will ensure that we meet the requirements of the duty to co-operate at every stage of consultation. This involves writing to and where appropriate meeting and working with our neighbouring boroughs, the Greater London Authority, Transport for London and other prescribed bodies such as Historic England.

2. STAGES OF CONSULTATION

2.1. What stages of consultation have been completed so far?

This document explains the consultation that has been undertaken in preparation of the Old Kent Road Area Action Plan.

We have been engaging and consulting the local community and businesses groups over the past two years. We consulted residents and businesses by establishing a community forum which focused on different topics related to the regeneration and planning of Old Kent Road, sharing ideas through workshops and helping to inform the draft of the plan.

We published the first draft AAP and undertook extensive consultation between 17 June and 4 November 2016 and we received over 1,000 responses (hereon in referred to as the '2016 consultation'). We consulted on the plan alongside a change to the Community Infrastructure Levy (CIL) charging schedule and Section 106 Planning Obligations and CIL Supplementary Planning Document addendum. This increased the rate paid by residential developments towards important infrastructure including the Bakerloo line extension. Consultation responses to this document were reported on separately and were available for the public examination on the CIL changes. These came into force on 1 December 2017.

An 'interim' consultation on some minor new and amended policies took place between 13 June 2017 and 13 September 2017 (hereon in referred to as the '2017 consultation'). We reported on consultation responses received during the 2016 consultation which related to specific policies that we amended in the June 2017 consultation draft. The results of the interim consultation have been incorporated into this report under the relevant subject headings.

In February 2017 we also published a summary of the consultation responses we received on our website following the close of the consultation on the first full draft of the plan in November 2016. This is attached as Appendix 1.

Following the 2016 and 2017 consultation, we are now consulting on a Further Preferred Option of the AAP which takes into account consultation received from the first draft of the AAP. Table 1 shows the stages of preparation and consultation on the AAP.

Table 1

Stage of consultation	Consultation timescale
Informal consultation	2015-2016
Consultation on first draft AAP	June to November 2016
Interim consultation on the AAP	June to September 2017
Consultation on AAP: Further Preferred Option	December 2017 to March 2018
Publication/submission version of AAP	2018
Submit to the Secretary of State	2018/19
Examination in Public	2018/19
Adoption	2019

This report identifies:

- how we have consulted so far
- a summary of the representations we have received to date
- how those representations have influenced the draft plan

A summary of the methods of consultation have been provided in Table 2 below.

Section 3 of this report sets out a summary of all the issues raised through the consultation undertaken so far. The detailed catalogue of comments and issued raised through both the 2016 and 2017 consultations will be published on our website. Appendix 2 contains copies of our consultation materials.

Table 2 – Log of consultation events and actions undertaken

Date	Method of consultation	Comments
July 2013	Two walkabout sessions and a workshop	Full report available on our website
October – November 2014	Business engagement and flyers	Together with the Greater London Authority (GLA), the council walked around the Old Kent Road Opportunity Area and knocked on every business' door to tell them about our aspirations for the future of the area and find out more about the businesses present, their current and future business needs and perceptions of the area. This has informed our evidence base and the results are published in the Old Kent Road Employment Study 2016 available on our website. The flyers are attached at Appendix 3..
Roughly every 4 to 8 weeks between February 2015 and September 2016.	Old Kent Road Community Forum	11 meetings were held in different venues around the Old Kent Road opportunity area. The forum was set up to start a dialogue between the council local residents, businesses owners and employees, community groups and any other interested stakeholders thought about the Old Kent Road. We wanted to gather views and gain understanding of why people felt the Old Kent Road was unique and what could be improved. We published the feedback and presentation material from each forum on our website.

12 and 13 October 2015 were held for	Further business engagement through presentations and workshops with local business owners and operators	The presentation and report on the feedback gathered during these sessions is available on our website. This has also informed our evidence base for the Old Kent Road Employment Strategy 2016.
14 June 2016	Meeting/presentation/Q&A/workshop	Future Steering Board at Bells Garden Community Centre.
16 & 23 June 2017	Press advertisements in Southwark News	See Appendix 2.
17 June 2016	Consultation hub page	Online platform for viewing and providing comments on the plan.
28 June 2016	Meeting/presentation/Q&A/workshop	Southwark Tenant Council meeting at Bells Garden Community Centre.
29 June 2016	Faith Open Day workshop and community outreach	Hosted at the Somali Relief and Welfare Association Mosque at 94 Old Kent Road.
29 June 2016	Announcement and stall at Borough, Bankside and Walworth Community Council	Hosted at Amigo Hall, St George's Cathedral, SE1
4 & 14 July, 22 August and 9 September 2016	Mailouts	To our database of residents, interested persons, community groups, employers, other interested persons, housing providers, planning professionals, the Mayor of London and other London Boroughs and statutory and other important consultees. See Appendix 5.
July 2016	Summary and leaflet questionnaire	This was sent out to 15,000 residents and businesses in the Old Kent Road opportunity area explaining the consultation and how to respond. The leaflet is attached in Appendix 4.
July - November 2016	Dialogue – online ideas sharing platform.	We set up a series of online discussion pages using the dialogue online discussion platform to help gather views and generate ideas across a range of themes including homes, jobs, transport, parks and green spaces and local facilities and services.

From July 2016	Libraries	Copies of the draft Old Kent Road AAP and key supporting documents were made available to view in all the local libraries around the opportunity area including Peckham, SE15, Camberwell, SE5, East Street (Walworth/Old Kent Road) SE1, the Blue (Bermondsey), Canada Water, SE16 as well as the council's offices on Tooley St, SE1.
From July 2016	360 degree aerial photography	To aid discussion and show a new perspective on the Old Kent Road and surrounding neighbourhoods, we had drone aircraft take 360 degree aerial photos from Burgess Park and Bridgehouse Meadows (in the London Borough of Lewisham). These are available to view on our website.
6 July 2016	Stall, flyering and engaging local residents	Eid Festival, Burgess Park
7 July 2016	Design Review Panel	Regular panel of built environment professionals providing comment and critique of the draft plan.
7 July 2016	Meeting/presentation/Q&A/workshop	Walworth Society meeting at St Peter's Church, SE17
11 July 2016	Presentation/Q&A	Ledbury Estate Tenants and Resident's Association Annual General Meeting
11 July 2016	Presentation/Q&A	Peckham Area Housing Forum at Bells Garden Community Centre.
12 July 2016	Announcement at planning committee	Held at 160 Tooley Street.
13 July 2016	Presentation/Q&A	Bermondsey East Area Housing Forum - Marden Square Tenants and Residents Association Hall.
13 July 2016	Presentation/Q&A	Southwark Tenant Management Organisation Committee meeting, hosted at the Leathermarket JMB office, SE1.
14 July 2016	Old Kent Road Walking Tour	Organised jointly between Southwark Council and New London Architecture, with conference hosted at London South Bank University.

18 July 2016	Presentation/Q&A	Camberwell East Area Housing Forum hosted at the Marie Curie Tenants and Residents Association Hall, Sceaux Gardens Estate, SE5
19 July 2016	Presentation/Q&A	Aylesbury Area Housing Forum hosted at Aylesbury Neighbourhood Housing Office, SE17
20 July 2016	Presentation/Q&A	Bermondsey West Area Housing Forum hosted at Neckinger Tenants Hall, SE16.
23 July 2016	Stall, flyering and engaging local residents	Pembroke House street party
26 July 2016	Cultural workshop	We held a consultation event specifically for businesses and practitioners who work in the cultural sector. The workshop provided the opportunity to give feedback on how cultural provision should align with development and growth in the Old Kent Road.
27 July 2016	Old Kent Road Heritage Walk	We led a walking tour around the Old Kent Road to explore the area's history, its heritage assets that remain and have been lost, and how we can best ensure a heritage-led regeneration of the area respects and enhances the Old Kent Road's unique history.
4 August 2016	Presentation/Q&A	Walworth East Area Housing Forum hosted at Salisbury Tenants and Resident's Association Hall.
9 August 2016	Presentation/Q&A	Rotherhithe Area Housing Forum hosted at the Silverlock Tenants and Resident's Association Hall.
3 September 2016	Stall, flyering and engaging local residents.	Tustin Estate Funday
7 September 2016	Young people's workshop	We invited young people between 11 and 24 who live, go to school or visit the Old Kent Road and surrounding area to take part in a workshop to discuss what they thought the future of the Old Kent Road should look like, and how it should accommodate the needs of young people better.

13 September 2016	Announcement & questions	Bermondsey and Rotherhithe Community Council hosted at the Oxford and Bermondsey Club, SE1
15 September 2016	Press advertisements in Southwark News	See appendix 2.
21 September 2016	Presentation/Q&A	Northfield House Tenants and Residents Association.
21 September 2016	Presentation/Q&A	Southwark Homeowner Council meeting hosted at 160 Tooley Street.
21 September 2016	Announcement & questions	Peckham and Nunhead Community Council hosted at Rye Church Hall, SE15.
21 September 2016	Announcement & questions	Camberwell Community Council hosted at Employment Academy, SE5.
21 September 2016	Presentation/Q&A	Southwark Travellers Action Group meeting hosted at the Soujourner Truth Centre.
21 September 2016	Presentation/Q&A	Borough and Bankside Housing Area Forum.
29 September 2016	Presentation/Q&A	Big Local Partnership South Bermondsey sub group.
5 October 2016	Announcement & questions	Borough, Bankside & Walworth Community Council hosted at New Covenant Chuch, SE1
10 October 2016	Presentation/Q&A/ workshop	For residents living near the northern end of the Opportunity Area centred around the Bricklayers Arms, hosted at the Roundhouse Hall, SE1.
February 2017	Old Kent Road Business Network and further engagement	In February 2017 we set up the Old Kent Road Business Network to continue our earlier information gathering about businesses in the Old Kent Road, establish their needs for the future and how they can be effectively involved in the regeneration of Old Kent Road. We sent out a letter inviting businesses to join the Network as well as a FAQ's document about our consultation. These are attached in Appendix 6. The Business Network is ongoing and is still available to join online.

25 February, 9, 21 and 29 March and 1 April 2017	Council officer posted at TfL Bakerloo line extension drop in session to answer questions about the AAP.	Transport for London held several drop in sessions across the opportunity area during the consultation on the Bakerloo line extension. Due to the intrinsic link between the aspirations of the AAP and the Bakerloo line extension, officers were on hand to answer any planning/AAP related questions. These sessions were hosted at the East Street Library, Christ Church (Old Kent Road) and Artworks (Walworth Road).
21 June 2017	Consultation hub page	Online platform for viewing and providing comments on the new and amended policies proposed for the plan.
22 June 2017	Mailouts	To our database of residents, interested persons, community groups, chairs and secretaries of TRAs and TMOs, local businesses and employers, other interested persons, housing providers, planning professionals, the Mayor of London and other London Boroughs and statutory and other important consultees. See appendix 6.
29 June 2017	Press advertisements in Southwark News	See appendix 2.

2.2. What happens next?

The Old Kent Road AAP: Further Preferred Option has been prepared for consultation from **13 December 2017 to 7 March 2018**.

The Council will seek the views of the full range of statutory and non-statutory stakeholders on the AAP.

Once we have finished consulting on this further draft of the AAP, we will collate all the responses we receive and carefully consider whether we need to amend the plan to take into account any issues raised through the responses received. We will provide officer comments on all the issues raised which will set out whether we have changed the plan to reflect the response, and will explain our reasoning for why we have/have not amended the plan.

The amendments made to the plan in response to consultation feedback will inform the following draft of the plan, known as the proposed submission' version. This will be the plan

we intend to submit to the Secretary of State for a public examination by an independent planning inspector. Participants of the final stage of consultation have the right to represent themselves at the public examination.

The inspector will prepare a report for the council and may require mandatory changes to be made to the plan. The final Old Kent Road AAP will then be adopted by the council. This is a decision taken by all councilors at the Council Assembly.

3. Summary of the Consultation

3.1. Who was consulted and how?

Who

The council consulted a range of local groups, interested individuals, statutory consultees and important stakeholders through a variety of different engagement methods (see below for more information). These included:

- Local residents
- Local businesses
- Local community and special interest groups
- The Mayor of London and London Boroughs
- Landowners, developers and their representatives
- Statutory consultees such as the Environment Agency, Historic England
- Non statutory but important stakeholders such as Thames Water and Network Rail

Over the plan preparation period the council sought to reduce the number of letters sent out to contacts on our planning policy mailing list in order to reduce financial and environmental costs of our outreach and to maximise the efficiency and effectiveness of our engagement. We undertook a thorough review of the contacts in our Statement of Community Involvement. We made sure to contact any new groups and organisations that we identified that may be interested in receiving planning policy notifications including on the Old Kent Road. Due to this switch over to majority email notifications and the SCI contacts review, our electronic mailing list grew from approximately 2,500 contacts for the 2016 consultation to over 5,700 during the 2017 consultation. This is in addition to the contacts sent physical letters and email contacts not on our planning policy email notifications list, all of which combined to encompass members of the groups listed above.

How

The Preferred Option stage of plan preparation and consultation involved many different elements as shown in Table 2 above. These methods sought to raise awareness of the plan and encourage engagement with the plan's themes and aspirations.

Mail outs, press advertisements, postal questionnaire and flyers

All statutory and non-statutory consultees on the planning policy database were emailed throughout the Preferred Options stage, mostly by email. The remaining contacts with a physical address were sent a letter notifying them about the consultation. These emails and letters set out the timescales for consultation and how people can comment on the draft plan.

The emails also invited any local groups to contact us if they would like us to attend their community meeting to discuss the contents of the draft plan. As detailed in Table 2, officers attended several local stakeholder group meetings throughout the consultation period.

The council also kept a list of contacts that previously attended and/or expressed an interest in attending and/or being informed about the Old Kent Road community forum meetings put on by the council who were not otherwise on the council's planning policy mailing list. This list included addresses of local residents and businesses in the Old Kent Road Opportunity Area.

Press advertisements were included in the local newspaper both at the beginning and during the 2016 consultation period and for the beginning of the 2017 consultation. See Appendix 2 for examples of these press advertisements.

During 2015 the council sought to engage businesses as part of the Old Kent Road 'business atlas' survey. This was a field-based survey looking to understand the number and nature of the businesses located on and around the Old Kent Road. As part of this surveying exercise, as well as interviewing a number of employers located in the area, we also dropped a flyer (Appendix 3) into the letter box of every business premises in the area to raise awareness of the council's intentions to prepare a plan to regenerate the Old Kent Road.

Following the launch of the 2016 consultation, the council distributed over 15,000 summary leaflets and questionnaires to residential and business addresses in the area, prompting the submission of comments on the plan's themes, ideas and approach to the regeneration of the Old Kent Road. The leaflet and questionnaire can be seen on pages in Appendix 4. Physical copies of the 2016 plan, the summary leaflet and questionnaire and the 2017 'new and amended policies' were also distributed into the local libraries in Bermondsey, Canada Water, Peckham, Old Kent Road and Camberwell for people to read.

Online

An online consultation survey was published for both the 2016 and 2017 consultations. These surveys provided an online platform to submit comments on the plan according to the thematic/topic areas. The survey questions included in the questionnaire for the June 2016 consultation (Appendix 4) are the same as those used on the 2016 consultation hub page.

During the 2016 consultation the council also made use of a new online discussion tool called 'dialogue' where people could discuss the different ideas proposed in the draft plan, such as the target for 20,000 new homes or the Bakerloo line extension.

The council website was also regularly updated with content of interest to those following the AAP plan preparation process, such as the feedback summaries for each community forum event (see Table 2 above for weblinks).

Community Forum meetings and other OKR specific workshops

Prior to publishing the final draft of the plan, the council sought to ensure early local input to the draft AAP and plan preparation process by hosting a series of Old Kent Road 'community forum' events. These were meetings held in the even in the area every 4 – 8 weeks which were open to the public. Their aim was to raise awareness of the plan and make sure local people, whether residents or workers, were able to provide feedback on the early ideas and contribute to the early development of the first AAP draft. The meetings usually comprised a few presentations from a mix of the council, council partners or local residents or interested community groups, followed by a workshop on a particular theme.

Following the publication of the Old Kent Road AAP in June 2016, two further OKR community forum events were held to discuss and gather feedback on the draft plan.

Other meetings and workshops centered specifically on the OKR AAP were either held or attended by council officers upon invitation. These were normally for specific groups, such as the Walworth Society or a workshop for young people. Several 'walkabout' walking tours were hosted throughout the plan preparation period including in two sessions in 2013 to enable interested members of the public and interest groups to better understand the current character of the area. 2016 saw a heritage-focused walkabout and another as part of a regeneration conference aimed at built environment professionals.

Attending local events

Council officers and members attended many local events and meetings to introduce the Old Kent Road or the draft AAP. This included having stalls, making announcements, posting officers to answer questions and provide copies of the draft plan at council meetings such as community councils and area housing forums. The council also posted officers at events not organised by the council. Officers were on hand with copies of the plan and/or the summary leaflets to distribute and answer questions for interested people passing by at events such as the Eid Festival in Burgess Park and at the drop in sessions of the Bakerloo line extension consultation undertaken by TfL during February - April 2017.

3.3 Summary of representations made and how these have been taken into account:

The following tables provides a high level summary of the key issues raised during the 2016 and 2017 consultations on the plan's vision, key themes, aspirations and policy approaches. The table sets out how representations were taken into account in developing the 'further preferred option' draft of the AAP.

We received a total of 1,075 responses to the 2016 consultation and a further 56 to the 2017 consultation.

We received the majority of our responses to the 2016 consultation on our online consultation hub or through our postal questionnaire (Appendix 4). The responses from the postal questionnaire returned to the council were also inputted into the hub so we could analyse the results, set out below in Table 3.

Table 3

	Theme	Yes	No	Not answered
Do you agree…	With the overall vision for the Old Kent Road?	75%	9%	16%
	With the strategy of transforming the industrial land and retail parks around the Old Kent Road into mixed used neighbourhoods which provide homes and jobs?	74%	7%	19%
	With the proposals to give greater protection to the area's heritage and create interesting and attractive neighbourhoods with high quality streets and public spaces and well designed buildings with a range of building heights?	72%	7%	21%
	With our strategy of integrating space for businesses into mixed use neighbourhoods and increasing the number of jobs in the area?	73%	5%	23%
	With our aim of revitalising the Old Kent Road as a high street with shops, cafes, restaurants leisure and other facilities?	75%	6%	20%
	That the Bakerloo Line Extension should be a key part of our overall vision for the area?	77%	5%	17%

Do you agree…	With the general locations for new London Underground stations?	68%	8%	25%
	With transforming the Old Kent Road into a modern boulevard with public realm for pedestrians, protection for cyclists and improved bus infrastructure along its entire length?	87%	4%	9%
	With our proposals for improving green infrastructure and compliance with measures to improve the environment?	78%	2%	19%

The following table (Table 4) sets out the key issues which received the greatest numbers of responses and representations and which have been identified as the most pressing concerns among respondents to the 2016 and 2017 consultations. Alongside the issues raised, the table also includes how the council has considered the comments on the issue and where relevant how they have informed the 'further preferred option' draft of the plan.

Please note that Table 4 is a high level summary intended to provide a representative snapshot of the 1,000+ responses received to the consultation. A full breakdown of representations and the council's response will be available on the council's website.

Table 4

You Said	**We Did**
You wanted to see at least 35% affordable housing as part of the regeneration and increase as much as possible. You didn't want to see any net loss of affordable housing through council estate regeneration and the policies and definition of affordable housing should be clearer.	We have recently published the New Southwark Plan submission version which clearly sets out our policies and expectations on the delivery of affordable housing. This applies everywhere in Southwark and we have made our policies clearer in the Old Kent Road AAP to match. We continue to implement our 35% minimum affordable

	housing policy requirement. As part of the 20,000 new homes, 7,000 of these will be affordable, with and for new homes built for sale 70% of the 35% affordable housing delivered will be for social rent at traditional target/council rent levels. We are not proposing any council estate regeneration schemes through the AAP. Furthermore, in 2025 we have published a 'charter of principles' which, amongst other things, sets out how we will undertake consultation and engagement on any estate building programmes in the future.
You wanted us to recognise the importance of the area as a location that is thriving with all types of business and industry and were concerned about the loss of industrial land and displacement of businesses. You wanted us to support independent businesses in the area by ensuring delivery of affordable workspace and that the local economy is not comprised of office jobs only.	We recognise the importance of business and industry in the Old Kent Road contributing to the local economy and playing a key part in the servicing of central London. We have changed our policies in the Old Kent Road AAP and the New Southwark Plan to be much clearer on what we expect in terms of providing new employment space, accommodating or relocating existing businesses and providing affordable workspace. We have established design requirements in the further draft of the AAP to accommodate a range of industry, distribution, warehouses, depots, offices and shared workspaces in innovative new ways of mixing homes and business on the same plot. We will continue to work with the existing business community to ensure the new business space provided is fit for purpose and businesses can continue to operate in new premises in the Old Kent Road or other local locations. We have included more detail in our policies about providing affordable workspace, particularly to encourage rents suitable for the continuation of existing businesses as well as workspace providers which manage space on a non-profit basis to

	support small businesses and start-ups.
You stressed the importance of and support for the Bakerloo Line Extension in enabling the aspirations of the AAP to come to fruition although expressed concern that the successful delivery of the plan was dependent on something yet to receive firm political and financial support. You expressed concerns about the impact of the level of development and population growth on the capacity of the transport network prior to the completion of the BLE and on social infrastructure capacity across the plan period.	We are committed to doing all we can to ensure the Bakerloo Line Extension (BLE) is delivered down the Old Kent Road according to anticipated timescales. At the time of the 2016 OKR AAP consultation the backing of and the commitment to the BLE was less certain than it is at the time of writing (December 2017). Since the 2016 AAP consultation, Transport for London have undertaken further consultation on the station and ventilation shaft locations for the BLE during 2017. This the council has continued to work closely with TfL, the Mayor and London Borough of Lewisham to develop the business case and Transport for London have committed resources to progressing the application for a Transport and Works Act Order to Parliament by 2020. Sadiq Khan, as the newly elected Mayor, bought the target completion date forward by two years from 2030 to 2028/29, coinciding with the planned upgrade to the Bakerloo Line. This demonstrates the Mayor's commitment to fulfilling the pressing need for transport infrastructure investment in South East London and to unlock the potential for delivery of housing, jobs and good growth along the Old Kent Road. There is still much to do in order to progress the extension as a viable project. We'll be undertaking and supporting work to develop the project with our partners during and after the 'further preferred option' consultation and beyond into the plan preparation process. We recognise the need to ensure that there is enough transport, green and social infrastructure to meet the demand that will be generated by all the new homes and workspaces anticipated to be delivered in the Old Kent Road Opportunity Area. It is crucial that the scale of development which is anticipated to be delivered does not put

	pressure on services and infrastructure to the extent that the quality of life for both new and existing residents is reduced. That is why we have committed to reviewing the grant and implementation of planning permission and progress towards the delivery of the BLE and other public transport enhancement each year to ensure that there is a match between transport and development capacity. The plan sets out how much and where development will be expected to contribute to social and green infrastructure provision to meet the anticipated demand generated by the population growth.
You emphasised the importance of finding the right strategy to address the issues arising of the Old Kent Road as a strategic surface transport corridor between central London, South East London and Kent (such as traffic congestion and the associated air pollution and noise and a poor pedestrian and cyclist experience) and the aspiration to create a welcoming, accessible and healthy pedestrian-and cyclist-orientated town centre/high street in which to spend time and relax. Many responses were from the London Cyclists Campaign which called for the installation of a 2.5m wide segregated cycle path along the Old Kent Road, while others suggested that, due to the nature and function of the road and limited road space, others suggested that the appropriate cycling infrastructure could be delivered on side streets parallel to the Old Kent Road. Other responses raised concern at the AAP's threat to the Road's primary function as a strategic transport corridor as part of the Transport for London Road Network due to the focus on pedestrians and cyclists.	The council is working with TfL to explore a number of different options which include continuous bus lanes as well as segregated cycle lanes. Designs will need to try to balance the competing functions of the Old Kent Road, which include its function as a main arterial road, as well as its role in providing a route which is safe and attractive for people walking and cycling. The character of the road and green infrastructure will also be important considerations. The AAP identifies a number of buildings which are of townscape merit and architectural and historic interest which should be retained. The AAP identifies a number of wider opportunities which will help shape the character and function of the Old Kent Road. The potential to explore delivering mixed-use commercial development with a network of active frontages and local community/civic/public routes and hubs on parallel streets adjacent to OKR have been identified in the sub areas. The proposal to reconfigure retail parks in preference of a strong high street frontage along Old Kent Road will release areas of land along parallel streets to support secondary shopping frontages with high quality public spaces which encourage social interaction in a

	more tranquil setting set back from the Old Kent Road. The AAP includes a number of measures to support reducing the impact of traffic on users of the corridor, including; promoting car free development to limit the amount of journeys made by private car, securing electric vehicle charging points to support a shift towards greener means of transport, encouraging car clubs, significantly improving public transport connections, including the Bakerloo Line Extension. It is anticipated that these measures will restrict the number of vehicles travelling along Old Kent Road which will mitigate air pollution as well as limit congestion so that Old Kent Road retains its strategic function as a key route into central London.
You supported the more efficient use of land through higher densities and transitioning from single-use industrial areas and out-of-town style retail sheds to mixed use nighbourhoods. However you expressed concerns regarding the impact of higher densities on the existing communities and character of the area, including the impact of tall buildings.	The AAP recognises that it is important that the plan provides clarity about tall buildings, their potential locations and potential heights. The December 2017 version of the AAP provides 3D illustrative masterplans and a revised strategy around building heights to make its stance clearer. In general the revised strategy seeks to locate the tallest buildings away from residential areas and to reduce building heights on plots adjacent to surrounding residential neighbourhoods. The council considers that the area does have capacity to accommodate tall buildings, partly because some of the site are very large and have the potential to create a new character and partly because tall buildings will help deliver some of the wider benefits of the plan including: • New parks, streets and open spaces; • Schools and other social infrastructure;

	• New homes, including affordable homes; and • A range of types of workplaces, including reprovided industrial space.
You raised concerns about the level of local awareness of the plan and the way the plan has been prepared and consulted on so far, where the lack of awareness had contributed to a lack of local input into the plan preparation process.	The council recognises that the AAP is an important plan that affects many people and businesses. During the 2016 and 2017 consultations the council sought as far as possible to make all residents and businesses in the opportunity area aware of the proposed plan. Over 1000 responses have been received. A second pre-submission stage of consultation will enable the council to redouble its efforts in making as many people as possible aware of the plan.

4. Next steps

4.1 The council has prepared a consultation plan for the Further Preferred Option (December 2017) AAP. The outcomes of this consultation will be taken into account in finalising the publication and submission draft of the AAP. This will be subject to a further round of consultation in summer 2018 before being submitted to the Secretary of State for an independent examination in public.

Appendices

Appendix 1 - Summary of key issues raised in consultation responses to the survey questions

Appendix 2 – Press advertisements in Southwark News

Appendix 3 – 2015 ‘business atlas’ research flyer

Appendix 4 – Postal summary leaflet and questionnaire

Appendix 5 – Copies of mail outs

Appendix 6 – Business Network FAQs

Old Kent Road Area Action Plan: Further Preferred Option

Consultation Report

Appendix 1

Summary of key issues raised in consultation responses to the survey questions

Old Kent Road Area Action Plan

Summary of key issues raised in consultation responses to the survey questions

February 2017

Introduction

Between June and November 2016 Southwark Council consulted on a draft version of the Old Kent Road Area Action Plan (OKR AAP). A questionnaire survey with nine questions was prepared to help people to respond to the draft plan.

Southwark Council officers are now working through the over 1000 responses received which raise many important points for consideration. A summary of the key issues highlighted in response to each survey question is provided below along with key percentage statistics[1]. We have made this publicly available so that those interested can read and understand the range of views expressed.

The analysis of these consultation responses, along with additional evidence base work, will inform the development of a revised 'Proposed Submission' version of the AAP. This is due to be consulted on in autumn 2017. Alongside the revised draft plan we will publish a number of supporting documents, including a consultation plan which will set out a systematic analysis of the consultation responses received and the Council's comments on each.

Summary of responses to survey questions

A brief summary of the some of the key issues raised by respondents is provided below under each survey question in turn. Issues highlighted most frequently are highlighted in bold and underlined, with issues highlighted slightly less frequently in bold but not underlined. Issues are grouped under thematic sub-headings.

Question 1: Do you agree with the overall vision for the Old Kent Road?

Over the next 20 years the Old Kent Road opportunity area will be transformed, becoming increasingly part of central London and helping provide the new homes and jobs that London needs. There will be two new stations on an extension of the Bakerloo line as well as other infrastructure such as schools, health facilities, public realm improvements and open space.

Responses:

Yes	No	Not Answered
75%	9%	16%

Affordable Housing

- **<u>Vision fails to explicitly set out the anticipated quantum of affordable homes to be delivered over the course of the plan period.</u>**
- **<u>Concern the Council will not ensure the delivery of a sufficient supply of affordable homes to meet the existing and future needs of the local population.</u>**

[1] Please note that due to rounding figures may not always add up to 100%.

- **The planning system should be stronger in implementing the provision of at least 35% affordable homes in residential schemes. Planning permissions should be refused for applications which do not meet this target.**
- The Council should go further and adopt the Mayoral aspiration, requiring 50% affordable on all new housing developments.
- The AAP should provide greater clarity in detailing what type of homes fall within the category of 'affordable housing'.
- Opposition to Starter Homes - these types of homes should not be considered as affordable housing by the AAP.
- **The delivery of social housing should be prioritised over the delivery of all other types of affordable housing.**
- There should be no net loss of social housing and right to buy privileges should be removed on any new social housing delivered to maintain a stable supply.
- Concern regarding the potential implications of estate renewal programmes, in terms of the risk of a net loss in the amount of social housing reprovided and inadequate measures in place to compensate existing residents who might be displaced.

Bakerloo Line Extension

- **The success of the AAP is almost entirely dependent upon the delivery of the Bakerloo Line Extension, but this has not yet been granted full approval.**
- One of the Bakerloo Line Extension stations should be situated close to Bricklayers Arms roundabout.
- The Bakerloo Line Extension should extend as far as New Cross in order to connect with Overground Services and alleviate pressures on the Overground network.
- The Bakerloo Line Extension should go via Camberwell and Peckham instead of along Old Kent Road.
- **Criticism of the high costs associated to the Bakerloo Line Extension. Suggestions that alternative cheaper options should be explored, including consideration of overground rail transit solutions.**
- The delivery of the Bakerloo Line Extension and CIL revenue raised from the delivery of 20,000 homes are interdependent.

Congestion

- **The success of the vision will hinge upon efforts to alleviate Old Kent Road's issues of congestion and air pollution associated with the high volume of traffic running along it.**
- **The AAP should provide more detail of interim transport measures to support the population growth anticipated in advance of the Bakerloo Line Extension becoming operational.**
- **Old Kent Road's status as a strategically important route serving central London should be recognised. Some respondents were concerned that the proposals will be harmful to this key function.**
- The aspiration for Old Kent Road to become a thriving high street of shops, business space, leisure, civic and cultural uses is incompatible with the current heavily congested and busy nature of Old Kent Road.
- The proposals should seek to reduce the number of lanes for cars along Old Kent Road and enforce a restrictive speed limit as part of traffic calming measures.
- Pedestrian routes should be promoted, some suggesting including a walkway through the centre of Old Kent Road.

Cycling

- **A well-represented cycle community led by Southwark Cyclists and the London Cycling Campaign have advocated a number of measures to improve cyclist experience and cycle safety along OKR. Suggestions included:-**

- **The implementation of 2.5m wide protected cycle lanes along the whole length of OKR to be delivered in the short term (2-4 years).**
- **All highway development within the AAP should be designed to London Cycling Design Standards (LCDS).**
- **Improved crossings along OKR and safety at junctions.**
- **Extension of the TfL bike hire scheme to serve the AAP area.**
- **The provision of cycle parking, including a mix of indoor/managed parking, rentable lockers, bike hangars, and kerbside Sheffield stands.**

Density

- Concern that the densities proposed will deliver an agglomeration of tall buildings and create a corridor effect along OKR.
- Opposition to the notion of OKR becoming a part of central London, including the extension of the Central Activities Zone. This will lead to the potential loss of the existing character and communities of OKR.

Displacement

- **Existing residents and businesses will be priced out of the area and displaced in preference of higher-value uses.**
- **This point is linked to the topics regarding ensuring an adequate supply of affordable homes and affordable workspaces to ensure the delivery of the vision will benefit everyone, particularly lower-income families.**

Delivery

- Several developers have raised apprehensions regarding the fragmented land ownership within the AAP area and the impact this may have on the vision achieving its aspirations. Some point to the risk of high-value site allocations being cherry-picked and others lagging behind or lying dormant which would have a negative impact upon the perceived success and further inward investment of OKR.
- Calls for the council to take a more active role and use its powers of compulsory purchase where necessary to steer a more co-ordinated delivery and assist in the delivery of the more complex sites, including the remediation of contaminated land, to facilitate more cohesive delivery.
- Some developers have suggested that the AAP is overly directive and does not allow sufficient flexibility for developers to deliver viable schemes.

Question 2: Do you agree with the strategy of transforming the industrial land and retail parks around the Old Kent Road into mixed use neighbourhoods which provide homes and jobs?

By making more efficient use of space we can increase the number of jobs in the area and provide land for housing. There will be a range of types of homes including new council homes and private rental homes for middle income groups. New neighbourhoods will also have space for businesses and supporting infrastructure such as schools and health facilities.

Responses:

Yes	No	Not Answered
74%	7%	19%

Employment

- **No, the proposals will not cater for local businesses; existing independent businesses will be priced out of the area in favour of big chain stores.**

- **No, the loss of industrial land will change the areas economic profile and job opportunities. Many of the existing residents are dependent upon the existing employment mix for their jobs and livelihoods. These groups will be unable to access employment opportunities presented by uplift in office space.** These issues are related to the wider topic of concern regarding the potential displacement of local residents and businesses that will no longer be able to afford the rents along OKR.
- **No**, **the existing retail parks are well-used and provide an important function and service for local residents and the surrounding area.**
- **Yes, provided the proposals deliver a diverse employment base, including affordable workspace and studios facilitating the concentration of creative industries to avoid a one-dimensional office-type economy.**
- **Yes, there are large areas of industrial premises which are incompatible with residential areas. A transition away from this type of industry will create healthier and sustainable neighbourhoods.**
- Yes, the retail parks and industrial areas are an eyesore which has a negative impact upon the aesthetic appeal and air quality of OKR. A shift towards high quality residential and retail areas is welcome.
- It is important that the industrial estates are not overrun with new housing as these provide an important employment function. In addition, the existing retail parks will provide important services for new residents in the area.
- Promotion of evening and night-time economy uses would be welcome to revitalise the area and add a vibrancy which is currently lacking.
- The Royal Mail's Southwark & Rotherhithe Delivery Office provides an important function and a number of respondents request it either be retained or an adequate nearby replacement facility provided in advance of the existing facility closing.

Housing

- **Yes, OKR has capacity to accommodate significantly higher densities which will supply substantially more homes and employment opportunities.**
- **The delivery of so-called affordable homes would need to be genuinely affordable, not the exclusive developments that we are increasingly seeing across London which are inaccessible to lower-income families.**
- OKR is one of the few areas close to London which is still affordable for both residents and businesses. Redevelopment must not compromise the affordability element.
- **Yes, provided a significant proportion of the homes delivered are affordable as there is no direct reference to the anticipated numbers with regards to this.**
- Yes, people who do not have homes can finally secure one. The opportunity of OKR must be captured to deliver a vibrant new residential area complemented by employment uses and within striking distance of central London.
- The Old Kent Road is very close to central London and there is a desperate need for housing in and around central London. This would make Old Kent Road an ideal location for increased housing.
- Social housing should be prioritised over the delivery of all other affordable housing types to address the needs of the existing communities.
- Housing delivery should address the need for family homes, not predominantly 1 or 2 bedroom flats.
- New housing should be car free to promote sustainable transport modes and improve air quality.

Social Infrastructure

- There is no lack of retail parks and space for more in nearby areas. By releasing these areas for development, OKR will be able to **deliver much-needed housing and supporting infrastructure, such as schools and healthcare facilities.**
- Concern that social infrastructure is already at capacity and the delivery of substantial residential units will mean services and facilities will be further stretched.
- Supporting social infrastructure should be in place in advance of the delivery of substantial housing to ensure there is a strong base to support the expanding populations.

- Housing and employment uses should be complemented by cultural, retail, leisure, restaurant and bar developments to ensure OKR becomes self sufficient in respect of entertainment.

Public Realm and Urban Design

- Yes, provided development is complemented by plenty of urban greening, public spaces, playspace, cycle ways and green routes.
- Some respondents highlighted the importance of the car parks in retail parks, whilst others suggested these large car parks create a desolate appearance.
- If these car parks are lost, measures should be in place to ensure issues associated to on-street parking along OKR are not exacerbated.
- Concern that the proposals will lead to uninspiring tower blocks causing the character of OKR to be lost.

Delivery

- Concern that development being led by private sector developers will lead to land banking and sites remaining undeveloped until the Bakerloo Line Extension is operational.
- The success of the proposals to deliver sustainable residential neighbourhoods and thriving employment areas will hinge upon the timely improvement of transport connections.

Question 3: Do you agree with our proposals to give greater protection to the area's heritage and create interesting and attractive neighbourhoods with high quality streets and public spaces and well designed buildings with a range of building heights?

New streets and buildings will have a high quality of design and create neighbourhoods that are easy to move around in and which develop their own character and sense of identity. There will be a range of building heights, including tall buildings (above 10 storeys) and where they can help create more public space at ground level. The Old Kent Road has a history stretching back 2,000 years. The AAP gives protection to heritage buildings and aims to improve their surroundings, allowing the area's heritage to be better understood and appreciated.

Responses:

Yes	No	Not Answered
72%	7%	21%

Density and Design

- **<u>Yes, Old Kent Road is in dire need of revitalisation to create a more vibrant urban area.</u>**
- **Tall buildings must not detrimentally impact upon the amenity of neighbouring properties, including overshadowing and associated daylight & sunlight concerns.**
- **No, the densities proposed are inappropriate and will result in the loss of character around Old Kent Road.**
- The absence of concentrations of tall buildings is what makes Old Kent Road distinctive and attractive.
- Yes, a minimum building height should be applied along Old Kent Road to encourage urban conformity.
- Tall buildings should demonstrate exceptional design quality and tower blocks should be avoided.
- Old Kent Road needs radical change and transformation to remove its negative imagery.
- A mixture of new and old would be welcome but must be well thought out to deliver a suitable blend and transition where appropriate.

- Tall buildings should be delivered at identified nodes to mark arrival points and aid wayfinding along OKR but an overconcentration similar to Elephant and Castle must be avoided.
- A clear set of design principles should be established for the AAP area.

Urban Design

- **Tall buildings should not be overbearing on the surrounding urban area and public realm.**
- **Any schemes should incorporate the provision and improvement of greenspace and public spaces. This must not be overlooked in proposals to increase the urban density around OKR.**
- The public realm surrounding development plots should be significantly improved and create a safer urban environment.
- The layout of development should be carefully considered to create a legible environment with clear pedestrian and cycle ways.
- Remove the flyover at Bricklayers Arms which is an eyesore.
- Clear direction and guidance should be provided to ensure areas between tall buildings do not become 'dead spaces'.

Neighbourhoods

- **These attractive neighbourhoods must provide affordable new homes accessible for the existing community and lower-income families.**
- Existing residents must not be priced out of the area as a result of development proposals.
- Densities should be maximised to deliver as many homes as possible and help to address London's housing shortage.

Heritage

- **It is essential to protect the heritage of the local buildings around the Old Kent Road to ensure they are not lost by proposals.**
- **The proposals should seek to safeguard and highlight Old Kent Road's heritage assets.**
- New buildings should respect the surrounding heritage assets where they are situated.
- The Council should identify a list of heritage assets and buildings of townscape merit to be protected around OKR in advance of any development taking place.
- Old Kent Road should capitalise on its heritage asset to promote tourism in the area.
- As well as protecting heritage assets, proposals should seek to restore dilapidated buildings which are of heritage or townscape merit.

Economic

- **Support for the creation and improvement of inclusive neighbourhoods but concern that these neighbourhoods will not be affordable for the existing community.**
- **The proposals to create a mixed-use neighbourhood must not come at the detriment of Old Kent Road maintaining its core function as a strategic route in and out of central London.**
- Proposals should reintroduce a more vibrant night time and evening economy, including the reopening of public houses which have been lost.
- The small industrial uses should be retained as these uses provide employment opportunities for the existing community.
- New retail proposed should cater to all groups so as to ensure that Old Kent Road does not become an exclusive destination.
- **Local independent businesses must not be priced out the area due to rising rents.**

Other Matters

- Proposals should acknowledge the concerns of the existing communities. These people should be continually consulted as plans are progressed.

Question 4: Do you agree with our strategy of integrating space for businesses into mixed use neighbourhoods and increasing the number of jobs in the area?

The AAP promotes a change from large scale industrial uses and warehouses to new business premises which will help meet growing demand for offices and managed workspaces, as well as light industry, artists' studios and low cost space. Employment and training opportunities will be targeted towards local people and support will be available for local businesses. Jobs will also be generated in a range of sectors including education, retail and leisure.

Responses:

Yes	No	Not Answered
73%	5%	23%

Jobs

- **Support for new job opportunities and jobs for local people – jobs for young people and training opportunities by a wider pool of employers**
- **Genuinely affordable housing is needed for people to live nearby to low cost work space and travel to their place of work via foot or cycle**
- **Build involvement with local schools for training opportunities –encouraging locally grown talent and building start-ups/entrepreneurism/self-employment**
- **Encourage employers who offer London Living Wage**
- **Jobs should be specialist skills for a variety of industrial businesses not just retail and office unskilled/low wage**
- Increasing the number of jobs in the area will give people who whose jobs may be displaced other opportunities in the area
- Jobs generation over a smaller area of floorspace can be achieved by looking at alternative new commercial uses
- Concern that removal of industry/warehouses and creating new managed workspaces/offices will not provide more job opportunities for local residents.

Transport and businesses

- Transport systems need to be more regular and reliable for businesses to operate successfully
- Better transport is needed to attract employees
- Consideration should be given to freight consolidation
- More local jobs would ensure better use of active travel and less cars, reducing commuting times for local residents
- Concern about heavy lorries
- Bakerloo Line will help commuters into and out of the area supporting the businesses
- Reduce car parking and vehicular traffic– improve bikes and public transport for commuters
- Make sure there is enough car parking for businesses

Industry/function of the area/mixed use

- **Mixed use supports a vibrant society integrating living, working, activities and leisure. It is important this mix is genuine and benefits the existing community. Promoting mixed use should improve community spirit.**
- **Support for affordable artists studios and small business, workshops and manufacturing space rather than offices/financial hub – there is some scepticism over demand for offices.**
- **It is important to retain some industry in the area which is important to the character and function of the existing area particularly creative and independent businesses.**
- **Replacing large scale industrial uses with lighter industry and meeting demand for flexible workspaces is supported**

- **Support for co-working space and micro-businesses, low cost space and co-operatives, incubator spaces**
- **Imaginative design solutions are required to successfully integrate genuinely mixed use neighbourhoods with industry, housing and green/community spaces**
- **The area could be made more attractive to businesses**
- **No appetite for chains in businesses or retail**
- Support for the mix of housing and businesses, especially SME's and avoiding quiet, 'ghost town' like industrial areas - keep areas populated and active at all times of the day and night, improve public realm, air pollution and lighting making vibrant neighbourhoods and improving environment for businesses
- Inner London no longer appropriate for large scale industry especially large vehicles and traffic – a mixed economy and variety of local employment should be encouraged here
- Question whether there is a decline in manufacturing, the area functions well as an industrial location
- There is a requirement to plan positively for uses that cannot easily or successfully integrate with a residential population.
- More variety of businesses and a mix of office and creative spaces would be encouraged
- Already unused business spaces and retail units could be better used rather than new spaces
- The OKR currently serves a function for local residents – it will be important to retain these facilities that benefit the community – e.g. waste site, royal mail, builders merchants, trade counters
- There should be opportunities for businesses to expand
- Concern units may be left empty on ground floors
- Ground floor space zoned for businesses and retail seen as appropriate use of space
- Expand employment clusters to encourage more dispersed and integrated industrial workspaces
- There could be a risk of oversupply
- Will help improve evening economy and attract visitors from London
- Mixing of uses can cause problems – e.g. late night economy
- Fit out and quality of spaces is vital to get right ventilation, sound proofing, light, windows, ease of access and privacy are all of the utmost importance especially for creative industries.
- New commercial buildings should be flexible and adaptable, capable of accommodating a range of different activities.

Creativity/sectors

- **<u>The Old Kent Road area is already home to creative industries, artists and workspaces. The strategy could build on this to encourage a creative hub to give the area an identity</u>**
- **Support for arts and creative industries, artistic community, arts scene, creativity (music, writing, visual art) to create a buzz to the area**
- Dedicated artist's zones or creative enterprise zones would be encouraged
- Cultural, artistic and food industries should be given priority over industrial
- Providing low-cost gallery, studio and general exhibition/project space would be a very good investment.
- The Old Kent Road could build on the growth of tech jobs - businesses will need fast broadband
- Spaces for music, theatre and dance – studios affordable and fit for purpose
- The council should support migrant and ethnic businesses operating in the area

Affordability

- **<u>Concern that existing artists and small businesses will be displaced by rising rents and lack of affordable space – how will the council ensure existing businesses can remain? This is important to preserve the local diversity and history of the area.</u>**
- Cheaper office space would be helpful for start-ups and SME's
- There are already many existing work spaces and other light industrial units and artist studios which are genuinely affordable and should be protected

- More guidance should be given on affordable workspace and the mechanisms for securing it
- Local, independent, established businesses and start ups should be incentivised with lower rents/subsidies/low business rates

Consultation

- Concerns about lack of consultation with local businesses

Question 5: Do you agree with our aim of revitalising the Old Kent Road as a high street with shops, cafes, restaurants, leisure and other facilities?

Revitalising the Old Kent Road as a high street will build on its existing strengths and also reflect its historical importance as a high street which was once a destination with shops, civic amenities, cinemas and entertainment venues.

Responses:

Yes	No	Not Answered
75%	6%	20%

Broadly supportive comments

- **If we can attract good leisure facilities/entertainment venues (e.g. cinema, theatre)**
- **Yes, but not with generic, characterless retail and restaurant chains. It needs an inclusive redevelopment process that retains the personality of the area with small, independent stores/boutiques and a multi-cultural offer that is affordable to local people e.g. through support for local small businesses (retail, cafes, etc) and maintaining small units at affordable rents**
- **Yes, but heavy traffic and associated noise and air pollution on OKR is a big problem, need to provide quieter spaces away from the OKR for lingering e.g. a street running behind the first block of buildings to provide a nice environment for sitting outside a café or restaurant; or enhance the offer on existing adjoining streets**
- Street needs to be more vibrant with **more diversity of high quality shops and mixed use** (not just fast food, hair dressers and nail bars) so that there is higher footfall and it feels safer
- Support this aspect of the development strategy
- If we can attract respected retail brands / create a more appealing high street offer
- More outside dining on the wide pavements
- Area is an eyesore, need to close down the run-down premises and tidy it up
- If it means getting rid of the many bad fast food outlets
- Yes, but fear the density, height and quality of the buildings

Objections

- **It will change the nature of the area, the existing vibrant high street of local and independent businesses (valued for their economic and cultural contributions to the community) will be priced out and replaced by big chains**
- **The road is a main arterial route into and out of London (needs to be fast and convenient), it will never be a pleasant high street**. Better option may be to create local high streets running off OKR and providing high quality crossing points
- We need space for affordable artist studios, workshops, printing presses, garages, builders yards, forges, gardens and parks – not another high street
- It will make it more busy and stressful to live in

Wider comments about what change should provide

- **Would need to restrict OKR traffic to assist process of creating a people friendly high street**

- **Some retail parks and large supermarkets on the OKR (e.g. B&Q, Halfords, Asda, Tesco) are key resources for the local community and easy access brings visitors to the area – is there a way to incorporate these?**
- **Good quality cycling provision is essential i.e. abundant cycle parking and wide protected cycle lanes (has benefit of providing buffer between traffic and pavement)**
- Need activities and sports facilities, including for young people, such as gyms, sports centre with swimming pool, 5-a-side pitches, tennis
- Needs banks and more doctors surgeries
- Need a clear strategy for delivering social infrastructure, including dedicated community meeting space, places of worship and voluntary sector premises
- Need more community meeting places e.g. cafes, bars/pubs
- Need good cultural and civic amenities (e.g. libraries) and spaces for local entertainment (about protecting existing as well as creating new)
- It is important that the heritage and history is reflected
- Adequate pedestrian crossings will be essential to link the two sides of the road

Question 6: Do you agree that the Bakerloo Line extension should be a key part of our overall vision for the area?

Transport for London (TfL) is proposing to extend the Bakerloo Line to transform the accessibility of the area around the Old Kent Road, New Cross and Lewisham, bringing the Old Kent Road within a 15 minute tube ride of Oxford Circus. It will also help deliver the homes and jobs that London needs.

Responses:

Yes	No	Not Answered
77%	5%	17%

Do not support

- **Tube unnecessary as a key part of the vision – the Council should commit to improving/developing the area with or without it, esp. as delivery is underfunded and very uncertain at this stage**
- Enough regular convenient busses
- Will push up house prices/rents/gentrify/only be for rich
- Should have monorail instead
- Where will the funding come from? Do not want the council to pay for it
- Will only fuel pressure to deliver new homes which there is not room in the area to build
- There are other more affordable and viable transport options which have not been fully explored
- Too disruptive and expensive

General support but concerns

- **Need protected cycle lanes as well as/instead of now**
- **Concerned that the tube will increase rents and make the area unaffordable for renting and buying homes**
- **Should have station at Bricklayers Arms**
- Train stations can be unsafe at times (aka increased crime?)
- Support/neutral, subject to disruption caused by construction being minimised
- Reinstate former OKR overground station and link with Bakerloo Line Extension

- Should also go to Camberwell, Walworth and Peckham
- Support but should also deliver surface transport solution and reduce reliance on buses which can't cope already
- Deliver cycle hire stations also
- Should be delivered before 2030 if at all possible
- Also need more links across and to other parts of the borough which are currently disconnected
- Stations in the wrong place to be integrated into wider transport network (reasons why not given)
- Ensure bus network improves/remains adequate alongside Bakerloo Line Extension delivery
- Prioritise housing for families or tube will lead to too many single people renting expensive housing for quick commutes owned by rich
- Will need more parking as a result of more people
- Prioritise development for existing workers in the area – a modern industrial quarter to be proud of, offering the best design, building firms, printing, architectural practice, fabric production, photographic studios, art production and mechanical engineering
- Need to include plans for electric vehicle infrastructure, particularly for commercial vehicles which make up the majority of London's road traffic, esp. in this area
- Bakerloo Line Extension must support growth, development must contribute to transport improvements to meet the increased demand
- Old Kent Road must retain its function as a strategic traffic corridor and other transport related functions of the AAP area must be protected or suitably relocated prior to any displacement from development, including Mandela Way Dial-And-Ride and bus depot, bus standing at Tescos and taxi repair businesses.
- Should clarify/firm up and communicate anticipated delivery details of Bakerloo Line Extension.

Wholehearted support

- Buses slow, congested, overcrowded
- This is the single most important element of the plan
- Will bring prosperity to the area
- Will help to reduce relieve pollution
- Will make the area accessible and attractive to new businesses and employees
- Regeneration will fail without the tube extension
- The underground should extend further than planned (not clear if aware of Lewisham station or if referring to beyond this)

Not answered

- Should have a plan B if tube not deliverable, such as trams
- Cost should not go to residents/local area
- Need protected cycle lanes as well as/instead of now
- Consider local, affordable zip/hire/share scheme for shared commercial vehicles for local employers and SMEs
- The plan should not depend on Bakerloo line extension, which remains underfunded and uncertain.

Question 7: Do you agree with the general locations for new Underground stations?

Two new Underground stations are proposed on the Old Kent Road, one between East Street and Burgess Park and the second between Commercial Way and Brimmington Park. TfL will carry out more detailed consultation on the station locations in the future.

Responses:

Yes	No	Not Answered
68%	8%	25%

Do not support

- Will be to too expensive and disruptive
- Tube next to Burgess park will spoil its tranquil nature
- Insufficient technical information within the plan to make informed comment

General support but concerns/comments

- **Need three stations, the two consulted on and one up at Bricklayers Arms**
- **Have the northern most station at Bricklayers Arms**
- Need southern one further down to link with New Cross Overground
- Should link with New Bermondsey Overground for interchange
- Should link up with re-instated OKR overground station on rail bridge over Old Kent Road/New Cross Road (Ilderton)
- Should link up with Queens Road
- Need interchange between Overground and Bakerloo Line Extension
- No staggered crossings to the stations
- Have entrances on the side streets rather than the main road
- Don't call the Tesco station "OKR Tesco"
- Need stations in Camberwell and Peckham

Wholehearted support

- General support for the broad locations indicated in the draft plan in lots of the responses.

Question 8: Do you agree with transforming the Old Kent Road into a modern boulevard with improved public realm for pedestrians, protection for cyclists and improved bus infrastructure along its entire length?

The AAP envisages the transformation of the Old Kent Road making it a much safer and more attractive environment for people walking and cycling and also increasing bus capacity.

Responses:

Yes	No	Not Answered
87%	4%	9%

Cycling and walking

- **Providing cycle lanes is important, ideally fully segregated 2.5m lanes on both sides of OKR, as this is currently very dangerous for cyclists** (some also highlight need for prioritised or re-designed junctions and sufficient cycle parking/storage)
- **Cycle lanes benefit cyclists but cause significant delays for many other road users and should not be installed on the OKR. It might be better to upgrade "back" street routes for more cycle use**
- Extend cycle hire scheme to area
- Need smarter traffic lights to better manage traffic flows e.g. make pedestrian crossing traffic lights demand only at night when it is less busy; better phasing of traffic lights
- Width of Old Kent Road should allow for more pavement life and higher quality, decluttered public realm for pedestrians
- Safer crossings are needed, ideally single phase

Parking and servicing

- Ensure that there is sufficient parking for cars and that drivers are not overly penalised
- Support new development having limited car parking
- Successful regeneration requires consideration to protecting the needs of existing businesses (e.g. parking, servicing) so that they can continue to operate successfully.
- Concerned that high density of development could conflict with the needs for off-street servicing
- A strong servicing strategy is needed, where service routes are segregated from the pedestrian thoroughfare, enhances the ease of movement, legibility and safety

Bus services

- Need better bus infrastructure/ bus services, but some concerned buses are already full to capacity with little scope to make it any better on Old Kent Road. Some suggest need more alternative bus routes e.g. Rotherhithe New Road
- Need to ensure improvements to bus and cycle infrastructure connect properly into wider network (some respondents highlights opportunities as part of removing Bricklayers flyover and also the need to integrate with provision in Lewisham)

Other comments

- **Traffic, air pollution, general attractiveness of the place could all be improved, but the Old Kent Road is a major arterial road, what will happen to the traffic? Need to be realistic. Some concerned that improvements to Old Kent Road for cyclists and pedestrians would displace traffic onto other roads, especially given space constraints**

- **More trees, green areas and green links are needed**
- AAP should make more of existing assets such as Burgess Park
- See answers to question 8, including creating pedestrian friendly high street areas away from traffic of Old Kent Road; and need to ensure redevelopment benefits local people and does not push them out
- Any improvements to increase safety and the flow of traffic would be positive
- Unclear what is meant by 'boulevard'
- The plan should discourage the use of the Old Kent Road as a busy route into London for HGVs
- Improvements should not be at the expense of traffic flows on Old Kent Road or commercial servicing
- Reducing traffic speed and overall car traffic would improve the Old Kent Road and make it a much friendlier location
- Need to maintain the old culture and character of the area
- Need to encourage electric vehicles to improve air quality, including cleaner fuelled buses

Question 9: Do you agree with our proposals for improving green infrastructure and compliance with measures to improve the environment?

We want to improve existing public open spaces, providing new open spaces and getting a great network of green links between them. We are also proposing to take measures to improve air quality, reduce the risk of flooding and reduce carbon emissions.

Responses:

Yes	No	Not Answered
78%	2%	19%

Agree

- **Yes, need to explain how very poor air quality and noise will be addressed and measures enforced. E.g. Will polluting HGVs be limited? Will this only be achieved if the underground stations are in place first?**
- **Yes, there cannot be enough green spaces and they are the heart of the area. Burgess Park is great but new small to medium open spaces are needed and improvements to existing spaces too**
- **Yes, a cycle superhighway/segregated lanes are needed, other cycle links and more bike storage**
- **Yes, private car use should be discouraged and walking, cycling and taking the bus encouraged. Congestion charge could be extended to the area. Pedestrian crossings could be improved**
- **Yes, people should have space for wellbeing, recreation and a sense of belonging. More places should encourage food growing and learning how to improve the environment. Spaces should also have habitats for wildlife.**
- **Yes, having routes linking green spaces to encourage walking and cycling is a good idea and green corridors for wildlife. They could be better explained; the impacts of routes and how to accommodate cyclists and other users needs to be thought out; and links to Aylesbury / Walworth included.**
- **Yes, reducing flooding is important e.g. providing front gardens rather than car parking for drainage. Need sustainable drainage, rain water capture and grey water re-use**
- **Yes, carbon emissions should be reduced and buildings should be sustainable e.g. insulation, solar panels, using hot air from tube for heating**
- Yes, recycling should be encouraged

Disagree

- **No, Burgess Park and other spaces are sufficient, improvements would not benefit local people**
- **No, not enough green space is proposed and the community should be more involved in its planning**
- No, proposals are unfair on motorists and road space should not be sacrificed for cyclists
- No, proposals would be greener with less demolition and without the tube
- No, need to address light pollution at night and loss of sunlight in the day

Wider comments

- **Need to know how all environmental improvements will be achieved and ensure developers are held to account. Improvements should happen soon.**
- **Need to protect existing green space, heritage (retain gasometers), trees and biodiversity, with a net gain for biodiversity. Sometimes habitats should be left alone.**
- **Need to ensure open spaces are maintained and accessible to all; some existing ones are not looked after. They need sunlight. Community maintained open space or allotments can boost community cohesion and there are experienced groups locally**
- **Need to consider how to landscape development to improve quality of life and how higher levels of development could make the area greener e.g green walls and roofs**
- **Need more trees, particularly on streets, improving air quality e.g. boulevard of trees on the Old Kent Road**
- Open space should not be delivered at the expense of vibrant industry.
- More attention could be paid to Bricklayer's Arms, the flyover could be removed or turned into a garden bridge and another tube station built
- Need to adapt buses and trucks and pressure TFL to introduce purely electric or hydrogen busses, rather than hybrids as they almost always run on petrol
- Need to maintain road capacity for all users including those with mobility issues and traffic flow to reduce air pollution. Timed segregation of cycle lanes could help.
- Need to know whether traffic will be moved to another area increasing pollution there
- Need to recognise the community and recreational value of gypsy and traveller sites

Old Kent Road Area Action Plan: Further Preferred Option

Consultation Report

Appendix 2

Press advertisements placed in Southwark News

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OLD KENT ROAD AREA ACTION PLAN/OPPORTUNITY AREA PLANNING FRAMEWORK NOTIFICATION OF PUBLIC CONSULTATION (REGULATION 18 CONSULTATION)

PLANNING AND COMPULSORY PURCHASE ACT 2004 (AS AMENDED) THE TOWN AND COUNTRY PLANNING (LOCAL PLANNING) (ENGLAND) REGULATIONS 2012

Southwark Council is preparing a new plan for the Old Kent Road and surrounding area. The plan will guide and manage new development and growth in the area over the next 20 years. The plan aims to create a new high street environment for the Old Kent Road, with significant public transport improvements supported by mixed use development behind the road. This will incorporate around 20,000 new homes, including affordable homes, new jobs, community facilities and green spaces. The plan includes the potential for extending the Bakerloo Line from Elephant and Castle towards Lewisham with two new stations along the Old Kent Road. The plan will be used to make planning decisions in the area and to coordinate and deliver the regeneration strategy.

Where to view the documents

To view the draft plan and the documents which support it including the integrated impact assessment and find out more information please visit our website:

http://www.southwark.gov.uk/oldkentroadaap

The plan and supporting documents can also be viewed at the locations listed below.

How to get involved

Consultation on the plan will take place between **17 June 2016** and **24 September 2016**. All comments must be received by **5pm on Friday 24 September 2016**.

We will be holding and attending events throughout the consultation period. The next Old Kent Road Community Forum event will be held on:

- **18 July 2016** at Walworth Academy, Shorncliffe Road, London SE1 5UJ.

Please keep up to date by visiting our website to find out about events. If you would like us to attend your local group meeting please contact the planning policy team.

You can comment by:

Visiting our Consultation Hub and filling in our online questionnaire (details on the website above) or by sending comments by:

E-mail to planningpolicy@southwark.gov.uk or post to: FREEPOST SE1919/14 Planning Policy, Chief Executive's Department, London SE1P 5EX

List of locations where documents are available for inspection:

Council offices (on request), 160 Tooley Street, SE1 2QH
(Monday, Tuesday, Wednesday, Thursday and Friday: 9am to 5pm)
Blue Anchor Library: Market Place, Southwark Park Road, SE16 3UQ
(Monday; Tuesday & Thursday 09:00 – 19:00, Friday 10:00 – 18:00, Saturday 09:00 – 17:00)
Canada Water Library: 21 Surrey Quays Road, SE16 7AR
(Monday – Friday 09:00 – 20:00, Saturday 09:00 - 17:00, Sunday 12:00- 16:00)
East Street Library: 168-170 Old Kent Road, SE1 5TY
(Monday & Thursday 10:00 – 19:00, Tuesday 10:00 – 18:00, Saturday 10:00 – 17:00)
Peckham Library: 122 Peckham Hill Street, SE15 5JR
(Monday, Tuesday, Thursday & Friday 09:00 – 20:00, Wednesday 10:00 – 20:00, Saturday 10:00 – 17:00, Sunday 12:00 – 16:00)

LONDON BOROUGH OF SOUTHWARK

PLANNING AND COMPULSORY PURCHASE ACT 2004 (AS AMENDED)
THE TOWN AND COUNTRY PLANNING (LOCAL PLANNING) (ENGLAND) REGULATIONS 2012
THE COMMUNITY INFRASTRUCTURE LEVY REGULATIONS 2010 (AS AMENDED)

NOTIFICATION OF PUBLIC CONSULTATION ON THE OLD KENT ROAD AREA ACTION PLAN / OPPORTUNITY AREA PLANNING FRAMEWORK AND PROPOSED CHANGES TO THE ADOPTED POLICIES MAP (REGULATION 18 CONSULTATION)

NOTIFICATION OF PUBLIC CONSULTATION ON AN ADDENDUM TO THE SECTION 106 PLANNING OBLIGATIONS AND CIL SUPPLEMENTARY PLANNING DOCUMENT (REGULATION 12 CONSULTATION)

NOTIFICATION OF PUBLIC CONSULTATION ON COMMUNITY INFRASTRUCTURE LEVY PRELIMINARY DRAFT CHARGING SCHEDULE (REGULATION 15 CONSULTATION)

NOTIFICATION OF PUBLIC CONSULTATION ON CHANGES TO SOUTHWARK COUNCIL'S "REGULATION 123 LIST"

Southwark Council is preparing a new plan for the Old Kent Road and surrounding area. The plan will guide and manage new development and growth in the area over the next 20 years. The plan aims to create a new high street environment for the Old Kent Road, with significant public transport improvements supported by mixed use development behind the road. This will incorporate around 20,000 new homes, including affordable homes, new jobs, community facilities and green spaces. The plan includes the potential for extending the Bakerloo Line from Elephant and Castle towards Lewisham with two new stations along the Old Kent Road. The plan will be used to make planning decisions in the area and to coordinate and deliver the regeneration strategy.

Alongside the draft Old Kent Road plan we are consulting on a revised Community Infrastructure Levy (CIL) preliminary draft charging schedule and a draft addendum to the adopted Section 106 Planning Obligations and CIL supplementary planning document (SPD). Both of these documents relate to securing funding for the transport infrastructure (including the Bakerloo Line extension) that is needed in the Old Kent Road area to support the planned growth. We are also proposing to amend the "Regulation 123 List" which sets out what infrastructure will not be funded through section 106 planning obligations. Infrastructure identified on the list may be funded partly or wholly by CIL.

Where to view the documents

The draft AAP, the proposed changes to the adopted policies map, the preliminary draft charging schedule, the draft SPD addendum, the revised "Regulation 123 List" plan and supporting documents can be viewed at the locations listed below. They are also available to view on our website:

http://www.southwark.gov.uk/oldkentroadaap

How to get involved

Consultation on the draft AAP, the proposed changes to the adopted policies map, the preliminary draft charging schedule, SPD addendum and "Regulation 123 List" will take place between **17 June 2016** and **23 September 2016**. Please note the previous press notice gave a closing date of 24 September which was incorrect. All comments must be received by **5pm** on **Friday 23 September 2016.**

We will be holding and attending events throughout the consultation period. The next **Old Kent Road Community Forum** events will be held on:

- **Monday 18 July 2016** at Walworth Academy, Shorncliffe Road, London SE1 5UJ.
- **Wednesday 14 September 2016** at New Covenant Church, 506-510 Old Kent Rd, London SE1 5BA.

We will also be holding an **Old Kent Road Young People's Workshop** on Wednesday 7 September from 4.30pm to 7pm at New Covenant Church, 506-510 Old Kent Rd, London SE1 5BA.

Please keep up to date by visiting our website to find out about events. If you would like us to attend your local group meeting please contact the planning policy team.

You can comment by:

Visiting our Consultation Hub and filling in our online questionnaire (details on the website above) or by sending comments by:

E-mail to planningpolicy@southwark.gov.uk or post to: FREEPOST SE1919/14 Planning Policy, Chief Executive's Department, London SE1P 5EX

List of locations where documents are available for inspection:

Council offices (on request), 160 Tooley Street, SE1 2QH
(Monday, Tuesday, Wednesday, Thursday and Friday: 9am to 5pm)
Blue Anchor Library: Market Place, Southwark Park Road, SE16 3UQ
(Monday; Tuesday & Thursday 09:00 – 19:00, Friday 10:00 – 18:00, Saturday 09:00 – 17:00)
Canada Water Library: 21 Surrey Quays Road, SE16 7AR
(Monday – Friday 09:00 – 20:00, Saturday 09:00 - 17:00, Sunday 12:00- 16:00)
East Street Library: 168-170 Old Kent Road, SE1 5TY
(Monday & Thursday 10:00 – 19:00, Tuesday 10:00 – 18:00, Saturday 10:00 – 17:00)
Peckham Library: 122 Peckham Hill Street, SE15 5JR
(Monday, Tuesday, Thursday & Friday 09:00 – 20:00, Wednesday 10:00 – 20:00, Saturday 10:00 – 17:00, Sunday 12:00 – 16:00)

To place a public

Southwark Council
southwark.gov.uk

PLANNING AND COMPULSORY PURCHASE ACT 2004 (AS AMENDED)
THE TOWN AND COUNTRY PLANNING (LOCAL PLANNING) (ENGLAND) REGULATIONS 2012
THE COMMUNITY INFRASTRUCTURE LEVY REGULATIONS 2010 (AS AMENDED)

NOTIFICATION OF PUBLIC CONSULTATION ON THE OLD KENT ROAD AREA ACTION PLAN / OPPORTUNITY AREA PLANNING FRAMEWORK AND PROPOSED CHANGES TO THE ADOPTED POLICIES MAP (REGULATION 18 CONSULTATION)

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Alongside the draft Old Kent Road plan we are consulting on a revised Community Infrastructure Levy (CIL) preliminary draft charging schedule and a draft addendum to the adopted Section 106 Planning Obligations and CIL supplementary planning document (SPD). Both of these documents relate to securing funding for the transport infrastructure (including the Bakerloo Line extension) that is needed in the Old Kent Road area to support the planned growth. We are also proposing to amend the "Regulation 123 List" which sets out what infrastructure will not be funded through section 106 planning obligations. Infrastructure identified on the list may be funded partly or wholly by CIL.

Where to view the documents

The draft AAP, the proposed changes to the adopted policies map, the preliminary draft charging schedule, the draft SPD addendum, the revised "Regulation 123 List" plan and supporting documents can be viewed at the locations listed below. They are also available to view on our website:

http://www.southwark.gov.uk/oldkentroadaap

How to get involved

Consultation on the draft AAP, the proposed changes to the adopted policies map, the preliminary draft charging schedule, SPD addendum and "Regulation 123 List" will take place between **17 June 2016** and **4 November 2016**. Please note the consultation has been extended by a further 6 weeks from the date previously advertised. All comments must be received by **5pm on Friday 4 November 2016.**

Please keep up to date by visiting our website to find out about events. If you would like us to attend your local group meeting please contact the planning policy team.

You can comment by:

Visiting our Consultation Hub and filling in our online questionnaire (details on the website above) or by sending comments by:

E-mail to planningpolicy@southwark.gov.uk or post to: FREEPOST SE1919/14 Planning Policy, Chief Executive's Department, London SE1P 5EX

List of locations where documents are available for inspection:

Council offices (on request), 160 Tooley Street, SE1 2QH
(Monday, Tuesday, Wednesday, Thursday and Friday: 9am to 5pm)
Blue Anchor Library: Market Place, Southwark Park Road, SE16 3UQ
(Monday; Tuesday & Thursday 09:00 – 19:00, Friday 10:00 – 18:00, Saturday 09:00 – 17:00)
Canada Water Library: 21 Surrey Quays Road, SE16 7AR
(Monday – Friday 09:00 – 20:00, Saturday 09:00 - 17:00, Sunday 12:00- 16:00)
East Street Library: 168-170 Old Kent Road, SE1 5TY
(Monday & Thursday 10:00 – 19:00, Tuesday 10:00 – 18:00, Saturday 10:00 – 17:00)
Peckham Library: 122 Peckham Hill Street, SE15 5JR
(Monday, Tuesday, Thursday & Friday 09:00 – 20:00, Wednesday 10:00 – 20:00, Saturday 10:00 – 17:00, Sunday 12:00 – 16:00)

Southwark Council
southwark.gov.uk

PLANNING AND COMPULSORY PURCHASE ACT 2004 (AS AMENDED)
THE TOWN AND COUNTRY PLANNING (LOCAL PLANNING) (ENGLAND) REGULATIONS 2012

NOTICE OF FORMAL CONSULTATION (REGULATION 18) FOR:

1) NEW SOUTHWARK PLAN: PROPOSED NEW AND AMENDED PREFERRED OPTION POLICIES

2) THE OLD KENT ROAD AREA ACTION PLAN: PROPOSED NEW AND AMENDED POLICIES AND PROPOSED CHANGES TO THE ADOPTED POLICIES MAP

1) NEW SOUTHWARK PLAN

The Council is consulting on the New Southwark Plan: New and Amended Preferred Option Policies document.. The New Southwark Plan sets out the overarching planning and regeneration strategy for the whole borough up to 2033. The document includes several new and amended planning policies and site allocations alongside a new area vision for Crystal Palace and Gipsy Hill. These amended and new policies and the new area vision has been prepared in response to previous consultations.

The council consulted on the New Southwark Plan: Strategic and Development Management policies (preferred option) between October 2015 and February 2016. The council is also currently consulting on draft Area Visions and Site Allocation from 6 February to 7 July 2017.

- **Planning policies** set out the requirement which development proposals must conform to in order to obtain planning permission.
- **Area visions** sets out how each of the borough's unique areas will change in the future and how their character will be preserved and enhanced.
- **Site allocations** identify potential strategic development sites and set out planning requirements that should be met in the event of redevelopment.

The New Southwark Plan: New and Amended Preferred Option Policies and its supporting documents are available to view on the council's website at:
https://www.southwark.gov.uk/planning-and-building-control/planning-policy-and-transport-policy/development-plan/local-plan

2) OLD KENT ROAD AREA ACTION PLAN

Southwark Council is preparing a new plan for the Old Kent Road and surrounding area. The plan will guide and manage new development and growth in the area over the next 20 years. The plan aims to create a new high street environment for the Old Kent Road, with significant public transport improvements supported by mixed use development behind the road. This will incorporate around 20,000 new homes, including affordable homes, new jobs, community facilities and green spaces. The plan includes the potential for extending the Bakerloo Line from Elephant and Castle towards Lewisham with two new stations along the Old Kent Road. The plan will be used to make planning decisions in the area and to coordinate and deliver the regeneration strategy.

The draft Old Kent Road AAP: New and Amended Preferred Option Policies proposes amendments to previously proposed draft policies and sites which have been prepared following consultation responses to the draft plan received in the consultation from June to November 2016.

The draft Old Kent Road AAP: New and Amended Preferred Option Policies and its and supporting documents are available to view on the council's website at:
http://www.southwark.gov.uk/oldkentroadaap

Following this "interim" preferred option stage consultation, final drafts of the New Southwark Plan and the Old Kent Road AAP will be consulted on prior to sending the final draft and any comments received to the Government's Planning Inspectorate to examine the plan and make a recommendation for adoption.

How to make a representation on:
1) the New Southwark Plan: New and Amended Preferred Option Policies
and
2) Old Kent Road Area Action Plan: Proposed New and Amended Preferred Option Policies
Both sets of new and amended preferred option policies will be consulted on for 12 weeks between 21 June and 13 September 2017. All comments must be received by **5pm Wednesday 13 September 2017.**

Comments can be made in writing or via email and sent to the following addresses.

Email: planningpolicy@southwark.gov.uk

Consultation hub: https://consultations.southwark.gov.uk/

Post: FREEPOST SE1919/14
Planning Policy Interim Consultation
Chief Executive's Department
London SE1P 5EX

You can email the address above or call the planning policy team on 0207 525 5471 if you would you would like to discuss the plan or the consultation.

LOCATIONS TO VIEW DOCUMENTS

You can request to view hard copies of our consultation documents at the Southwark Council offices, located at 160 Tooley Street, London, SE1 2QH Monday – Friday between 10:00 – 16:00

You can also view our consultation documents at the following libraries and MySouthwark Service Points.

Libraries (Opening times listed individually below)

- **Blue Anchor Library:** Market Place, Southwark Park Road, SE16 3UQ
  (Monday; Tuesday & Thursday 09:00 – 19:00, Friday 10:00 – 18:00, Saturday 09:00 – 17:00)
- **Brandon Library:** Maddock Way, Cooks Road, SE17 3NH
  (Monday, Tuesday & Thursday 14:00 – 19:00, Friday 10:00 – 15:00, Saturday 10:00 – 17:00)
- **Camberwell Library:** 48 Camberwell Green, SE5 7AL
  (Monday – Friday 09:00 – 20:00, Saturday 09:00 – 17:00, Sunday 12:00 – 16:00)
- **Canada Water Library:** 21 Surrey Quays Road, SE16 7AR
  (Monday – Friday 08:00 – 20:00, Saturday 09:00 - 17:00, Sunday 10:00- 16:00)
- **Dulwich Library:** 368 Lordship Lane, SE22 8NB
  (Monday, Wednesday, Thursday & Friday 09:00 – 20:00, Tuesday 10:00 – 20:00, Saturday 09:00 – 17:00, Sunday 12:00 – 16:00)
- **East Street Library:** 168-170 Old Kent Road, SE1 5TY
  (Monday, Tuesday & Friday 14:00 – 19:00, Saturday 10:00 – 17:00)
- **Grove Vale Library:** 25-27 Grove Vale, SE22 8EQ
  (Monday, Tuesday & Thursday 14:00 – 19:00, Friday 10:00 – 15:00, Saturday 10:00 – 17:00)
- **John Harvard Library:** 211 Borough High Street, SE1 1JA
  (Monday – Friday 09:00 – 19:00, Saturday 09:00 – 17:00, Sunday 12:00 - 16:00)
- **Kingswood Library:** Seeley Drive, SE21 8QR
  (Monday & Thursday 10:00 – 14:00, Tuesday & Friday 14:00 – 18:00, Saturday 13:00 – 17:00)
- **Newington Temporary Library:** Elephant Artworks – Second Floor, Elephant Road, SE17 1LB
  (Monday - Friday 09:00 – 20:00, Saturday 09:00 – 17:00, Sunday 12:00 – 16:00)
- **Nunhead Library:** Gordon Road, SE15 3RW
  Monday, Tuesday & Thursday 14:00 – 19:00, Wednesday 10:00 – 15:00, Friday 10:00 – 15:00, Saturday 10:00 – 17:00)
- **Peckham Library:** 122 Peckham Hill Street, SE15 5JR
  (Monday, Tuesday, Thursday & Friday 09:00 – 20:00, Wednesday 10:00 – 20:00, Saturday 10:00 – 17:00, Sunday 12:00 – 16:00)

MySouthwark Service Points (Open Monday – Friday 09:00 – 17:00)

- Peckham MySouthwark Service Point – 122 Peckham Hill Street, SE15 5JR
- Walworth MySouthwark Service Point – 376 Walworth Road, SE17 2NG

Register for a MySouthwark account and opt-in to our planning policy email updates on your profile at https://www.southwark.gov.uk/mysouthwark

Old Kent Road Area Action Plan: Further Preferred Option

Consultation Report

Appendix 3

2015 ‘business atlas’ research flyer

REVITALISE

Southwark Council

The Old Kent Road Business Atlas

Together with the Greater London Authority we are preparing a new plan for the Old Kent Road and its surrounding area. The plan will guide and manage new development and growth in the area over the next 15 years. It will provide a vision and objectives as well as policies on:

- A strategy for growth in jobs and businesses
- Locations for housing, including new council homes
- New shopping and town centre facilities
- The design and heights of buildings and spaces
- Public transport improvements
- Improvements for pedestrians and cyclists, including new links and making existing routes safer
- The infrastructure that will be needed to support growth such as schools, open space and public realm, health and other community facilities.

You can find out more about the Old Kent Road area action plan at www.southwark.gov.uk/oldkentroadaap

MAYOR OF LONDON

Old Kent Road Business Atlas

As a first step in preparing the plan we are carrying out a survey of all the businesses in the area, to create an Old Kent Road Business Atlas. The Business Atlas will help provide a good understanding of the businesses which are operating in the area and their contribution to the local and London wide economy. When completed, it will be published on our website and will help inform a future jobs and business strategy for the Old Kent Road.

We will also be holding consultation events later in the year and in 2015 on the new plan. If you would like to get involved in the consultation on the new plan, please let us know. You can contact us by email, phone or post or speak to our researchers when they visit your premises:

planningpolicy@southwark.gov.uk

Planning policy
Chief Executive's Department
FREEPOST SE1919/14
London SE17 2ES

020 7525 5471

We look forward to meeting you as we prepare the Business Atlas and the Old Kent Road area action plan.

Old Kent Road Area Action Plan: Further Preferred Option

Consultation Report

Appendix 4

Postal summary leaflet and questionnaire

Join us at our community forum on 18 July 2016, Walworth Academy from 7pm to 9pm

Let's talk about ...

OLD KENT ROAD

LONDON BOROUGH OF SOUTHWARK

@lb_southwark facebook.com/southwarkcouncil

Join our COMMUNITY CONVERSATION

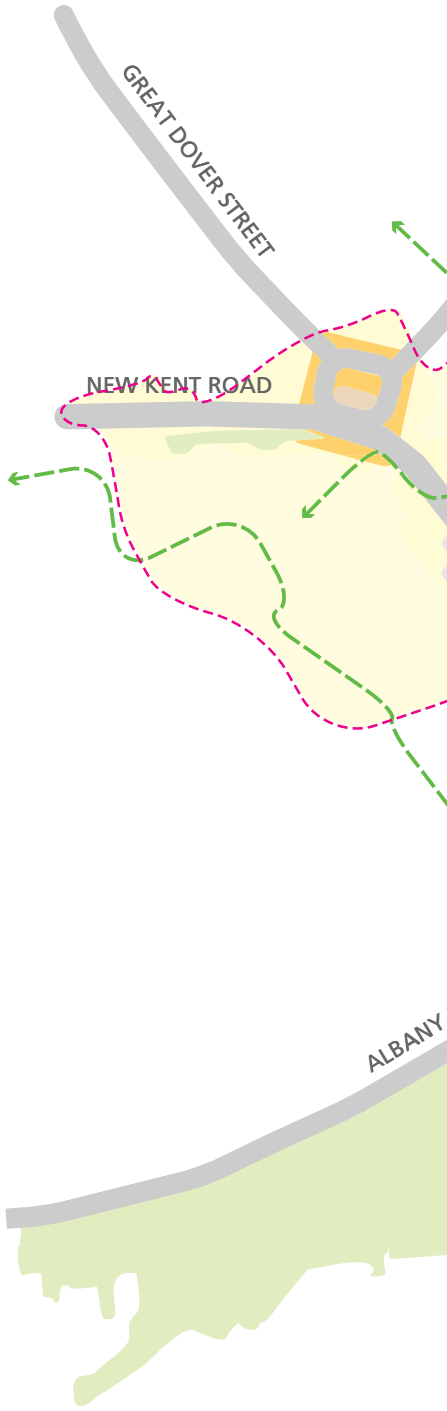
Fairer future Revitalised neighbourhoods

Southwark Council southwark.gov.uk

What does the plan do?

Over the next 20 years the area will be transformed, becoming increasingly part of central London. These changes will be driven by the expansion of central London south of the Thames and the construction of the Bakerloo line extension. The main proposals for change are set out below:

- Revitalise the Old Kent Road as a high street with shops, restaurants, cafes, leisure and other facilities with flats above.
- 20,000 new homes, including council homes and private rented homes in mixed use neighbourhoods. Development to help pay for infrastructure through the community infrastructure levy.
- Generate 5,000 additional jobs. Many of these will be in new business space which will include offices and managed workspaces, as well as light industry, artists' studios and low cost space.
- Potential to build on growing reputation for arts and creative businesses.
- Social infrastructure including up to 28 primary school classes and 18 secondary school classes by 2025 and additional school places later in the plan period. A new health centre serving the south of the area will be needed and a new community sports centre on Surrey Canal Road is planned.
- Two new tube stations on the Bakerloo line extension and a new overground station at New Bermondsey. It is anticipated that the Bakerloo line extension will open around 2030.
- The Old Kent Road itself will be transformed into a modern boulevard. Improved public spaces for pedestrians, protection for cyclists and improved bus infrastructure along its entire length will help accommodate growth prior to the opening of the Bakerloo line extension.
- New links stitching together neighbourhoods on both sides of the Old Kent Road.
- New neighbourhoods will have high quality streets and public spaces and well designed buildings with a range of building heights. This will include tall buildings (above 10 storeys) in more important locations and where they can help create more public space at ground level.
- Heritage buildings and parks will be sensitively incorporated into new development enabling the story of the Old Kent Road to be better appreciated.
- New parks at Mandela Way and the gasworks and green route on the alignment of the former Surrey Canal.
- Improvements to network of open spaces and green links.
- Environmental sustainability including district heating networks to reduce carbon emissions, measures to tackle poor air quality and sustainable urban drainage systems to reduce flood risk.



Key
Opportunity area
Main development areas
Improvements to public spaces on the Old Kent Road
Locations for new business space
Existing parks and open spaces
Green links
New parks and open spaces
Proposed Underground stations
Proposed Overground station
TOWER BRIDGE ROAD
SOUTHWARK PARK ROAD
SOUTHWARK PARK
MANDELA WAY
ROLLS ROAD
ROTHERHITHE NEW ROAD
OLD KENT ROAD
SURREY CANAL GREEN ROUTE
BURGESS PARK
GASWORKS
PECKHAM PARK ROAD
NEW CROSS ROAD

What is the Old Kent Road Area Action Plan?

The Old Kent Road Area Action Plan is a new plan that will guide and manage development and growth in the Old Kent Road area over the next 20 years. It aims to create new neighbourhoods around the Old Kent Road and benefit existing neighbourhoods around Peckham, Bermondsey and Walworth. We are currently consulting on the first draft of the plan. Further information is available: **www.southwark.gov.uk/oldkentroadaap**

Future Old Kent Road community forums

Old Kent Road community forum
Monday 18 July, 7pm to 9pm
Walworth Academy, Shorncliffe Road, SE1 5UJ

Old Kent Road young people's workshop
Wednesday 7 September, 4.30pm to 7pm
New Covenant Church, 506-510, Old Kent Road, SE1 5BA

Old Kent Road community forum
Wednesday 14 September, 7pm to 9pm
New Covenant Church, 506-510 Old Kent Road, SE1 5BA

@lb_southwark facebook.com/southwarkcouncil

What is this questionnaire?

Please respond by 23 September 2016

This questionnaire has been prepared to help you respond to the Old Kent Road draft Area Action Plan. All documents can be found on the council's website: **www.southwark.gov.uk/oldkentroadaap**

Copies of the plan are available to view at libraries or the council offices at 160 Tooley Street with prior appointment with the planning policy team. Please return this questionnaire or contact the planning policy team with your comments.

Visit www.southwark.gov.uk/oldkentroadaap to fill in our online questionnaire

or send your comments by email: **planningpolicy@southwark.gov.uk**
or by post: **FREEPOST SE1919/14 Planning Policy, Chief Executive's Department, London SE1P 5EX**

Your details

Name | Email

Address

Postcode

Organisation (if applicable):

Representations on behalf of (if applicable):

Vision

1 Do you agree with the overall vision for the Old Kent Road? Over the next 20 years the Old Kent Road opportunity area will be transformed, becoming increasingly part of central London and helping provide the new homes and jobs that London needs. There will be two new stations on an extension of the Bakerloo line as well as other infrastructure such as schools, health facilities, public realm improvements and open space.

☐ Yes ☐ No

Comments:

Quality affordable homes

2 Do you agree with the strategy of transforming the industrial land and retail parks around the Old Kent Road into mixed use neighbourhoods which provide homes and jobs? By making more efficient use of space we can increase the number of jobs in the area and provide land for housing. There will be a range of types of homes including new council homes and private rental homes for middle income groups. New neighbourhoods will also have space for businesses and supporting infrastructure such as schools and health facilities.

☐ Yes ☐ No

Comments:

Visit www.southwark.gov.uk/oldkentroadaap to fill in our online questionnaire

Revitalised neighbourhoods

3 Do you agree with our proposals to give greater protection to the area's heritage and create interesting and attractive neighbourhoods with high quality streets and public spaces and well designed buildings with a range of building heights? New streets and buildings will have a high quality of design and create neighbourhoods that are easy to move around in and which develop their own character and sense of identity. The Old Kent Road has a history stretching back 2,000 years. The AAP gives protection to heritage buildings and aims to improve their surroundings, allowing the area's heritage to be better understood and appreciated.

☐ Yes ☐ No

Comments:

Strong local economy

4 Do you agree with our strategy of integrating space for businesses into mixed use neighbourhoods and increasing the number of jobs in the area? The AAP promotes a change from large scale industrial uses and warehouses to new business premises which will help meet growing demand for offices and managed workspaces, as well as light industry, artists' studios and low cost space. Employment and training opportunities will be targeted towards local people and support will be available for local businesses. Jobs will also be generated in a range of sectors including education, retail and leisure.

☐ Yes ☐ No

Comments:

5 Do you agree with our aim of revitalising the Old Kent Road as a high street with shops, cafes, restaurants, leisure and other facilities? Revitalising the Old Kent Road as a high street will build on its existing strengths and also reflect its historical importance as a high street which was once a destination with shops, civic amenities, cinemas and entertainment venues.

☐ Yes ☐ No

Comments:

Visit www.southwark.gov.uk/oldkentroadaap to fill in our online questionnaire

Getting around

6 Do you agree that the Bakerloo line extension should be a key part of our overall vision for the area? Transport for London (TfL) is proposing to extend the Bakerloo line to transform the accessibility of the area around the Old Kent Road, New Cross and Lewisham, bringing the Old Kent Road within a 15 minute tube ride of Oxford Circus. It will also help deliver the homes and jobs that London needs.

☐ Yes ☐ No

Comments:

7 Do you agree with the general locations for new Underground stations? Two new Underground stations are proposed on the Old Kent Road, one between East Street and Burgess Park and the second between Commercial Way and Brimmington Park. TfL will carry out more detailed consultation on the station locations in the future.

☐ Yes ☐ No

Comments:

8 Do you agree with transforming the Old Kent Road into a modern boulevard with improved public realm for pedestrians, protection for cyclists and improved bus infrastructure along its entire length? The AAP envisages the transformation of the Old Kent Road making it a much safer and more attractive environment for people walking and cycling and also increasing bus capacity.

☐ Yes ☐ No

Comments:

Cleaner, greener, safer

9 Do you agree with our proposals for improving green infrastructure and compliance with measures to improve the environment? We want to improve existing public open spaces, providing new open spaces and getting a great network of green links between them. We are also proposing to take measures to improve air quality, reduce the risk of flooding and reduce carbon emissions.

☐ Yes ☐ No

Comments:

Monitoring form

Equality and engagement with our diverse communities is central to the day to day delivery of our Southwark Council services. To deliver on our commitment to a fairer future for we need to collect some equality information about you. This also forms part of our legal responsibilities under the Public Sector Equality Duty of the Equality Act (2010).

We would therefore appreciate it if you could spend a few minutes filling in the details below. This information helps us to measure and analyse how well we are engaging with all those who live and work in the borough. So for example knowing that people from a certain age group are not attending the meetings, can help us adapt our meetings accordingly.

Please do remember that whilst this information is very useful for our work, you are not obliged to answer or complete any or all of the information. Southwark Council is the data controller for the purposes of the Data Protection Act.

1 What is your gender?

2 Do you consider yourself to have a disability or long term illness? (Please tick)

- ☐ Yes
- ☐ No

3 What is your age group (Please tick)

- ☐ 0 to 15
- ☐ 16 to 24
- ☐ 25 to 29
- ☐ 30 to 34
- ☐ 35 to 39
- ☐ 40 to 44
- ☐ 45 to 49
- ☐ 50 to 54
- ☐ 55 to 59
- ☐ 60 to 64
- ☐ 65+

4 What is your ethnic group? (Please tick)

White	Black or Black British	Mixed	Asian	Other ethnic group
☐ British	☐ Caribbean	☐ White/Black Caribbean	☐ Indian	☐ Chinese
☐ Irish	☐ African	☐ White/Black African	☐ Pakistani	☐ Latin American
☐ Other white background	☐ Any other black background	☐ White/Asian	☐ Bangladeshi	☐ Traveller
		☐ Any other mixed background	☐ Any other Asian background	☐ Other ethnic group

5 What is your religion or belief if any?

6 Sexual orientation (Please tick the box that best describes you)

- ☐ Heterosexual
- ☐ Bisexual
- ☐ Gay
- ☐ Lesbian
- ☐ Prefer not to say

7 Are you? (Please tick the box that best describes you)

- ☐ a council tenant
- ☐ a housing association tenant
- ☐ a homeowner
- ☐ renting privately
- ☐ a business
- ☐ other

Data Protection All information is confidential and will only be used under the strict controls of the Data Protection Act 1998.

Old Kent Road Area Action Plan: Further Preferred Option

Consultation Report

Appendix 5

Copies of mail outs

6 October 2015

Greetings from Southwark Council

Hopefully you received our previous email below directed specifically to businesses in the Old Kent Road area.

We hope you can join us for one of the workshops on **Monday 12th October from 5.30pm-7pm** or **Tuesday 13th October from 9am-10.30am** so please RSVP as soon as possible.

We will be providing freshly brewed tea and coffee, cookies and pastries from locally based company Unity Kitchen.

Telephone: 020 7525 5471

Email: planningpolicy@southwark.gov.uk

We look forward to hearing from you.

29 September 2015

Dear Sir/Madam

THE FUTURE OF THE OLD KENT ROAD AREA – WE WOULD LIKE TO HEAR WHAT BUSINESSES THINK

We are writing to invite you to a consultation workshop regarding the future of Old Kent Road, as we plan for the future to provide new homes, jobs and transport links within Southwark.

The workshop is aimed at local businesses in the Old Kent Road area. Southwark Council is producing an Old Kent Road Area Action Plan. As part of this work we have commissioned

consultants to consider how the area could best be developed to encourage employment. Their initial ideas will be presented at the workshop.

We would like to hear your views about these ideas, and the future of the Old Kent Road area. We will be running two identical workshops and hope that you will be able to attend on one of the following sessions:

Monday 12th October
Evening Workshop

Venue: New Covenant Church
506-510 Old Kent Road
London
SE1 5BA

Time: 5.15pm for 5.30pm start
Duration: 1.5 hours

Tuesday 13th October
Breakfast Workshop

Venue: New Covenant Church
506-510 Old Kent Road
London
SE1 5BA

Time: 8.45am for 9.00am start
Duration: 1.5 hours

Refreshments will be provided at both events

What is the Old Kent Road Area Action Plan?

The Area Action Plan (AAP) will be a development plan document which will set out future growth and opportunities for regeneration in Old Kent Road. The Council will be producing a draft of the plan next year therefore we invite you to find out what it means for your business and help us shape the future of the area for growth in a range of sectors.

For further information please visit our webpage:

http://www.southwark.gov.uk/info/856/planning_policy/3112/old_kent_road

Please RSVP to the planning policy team by phone 020 7525 5471 or by email planningpolicy@southwark.gov.uk to confirm the session that you would like to attend.

Please note that we run a regular Community Forum event for local residents and other interested parties.

We look forward to meeting with you soon.

Yours faithfully,

Juliet Seymour

Juliet Seymour

Planning Policy Manager

Old Kent Road planning policy consultation update

Sent: 04-07-2016 03:03 PM BST

From: Southwark Council <Southwark-Council@public.govdelivery.com>

Subject: Old Kent Road planning policy consultation update

HTML Version

Dear Sir/Madam,

1. Draft Old Kent Road Area Action Plan
2. Preliminary Draft Community Infrastructure Levy
3. Draft addendum to the Section 106 and Community Infrastructure Levy Supplementary Planning Document
4. Southwark Council's "Regulation 123" list

I am writing to notify you about the above matters.

1. Draft Old Kent Road Area Action Plan

We are now consulting on the draft Old Kent Road Area Action Plan. The plan will guide and manage new development and growth in the area over the next 20 years. The plan aims to create a new high street environment for the Old Kent Road, with significant public transport improvements supported by mixed use development behind the road. This will incorporate around 20,000 new homes, including affordable homes, 5,000 new jobs, community facilities and green spaces. The plan includes the potential for extending the Bakerloo Line from Elephant and Castle towards Lewisham with two new stations along the Old Kent Road. The plan will be used to make planning decisions in the area and to coordinate and deliver the regeneration strategy.

2. Community Infrastructure Levy Preliminary Draft Charging Schedule
3. Draft addendum to the Section 106 and Community Infrastructure levy Supplementary Planning Document
4. Southwark Council's "Regulation 123" list

Alongside the draft Old Kent Road plan we are consulting on a revised Community Infrastructure Levy (CIL) preliminary draft charging schedule and a draft addendum to the adopted Section 106 Planning Obligations and CIL supplementary planning document (SPD). Both of these documents relate to securing funding for the transport infrastructure (including the Bakerloo Line extension) that is needed in the Old Kent Road area to support the planned growth. We are also proposing to amend the "Regulation 123 List" which sets out what infrastructure will not be funded through section 106 planning obligations. Infrastructure identified on the list may be funded partly or wholly by CIL.

Where to view the documents

The draft AAP, the proposed changes to the adopted policies map, the preliminary draft charging schedule, the draft SPD addendum, the revised "Regulation 123 List" plan and supporting documents can be viewed at the locations listed below. They are also available to view on our website: http://www.southwark.gov.uk/oldkentroadaap

How to get involved

Consultation on the draft AAP, the proposed changes to the adopted policies map, the preliminary draft charging schedule, SPD addendum and "Regulation 123 List" will take place between 17 June 2016 and 23 September 2016. All comments must be received by 5pm on Friday 23 September 2016.

We will be holding and attending events throughout the consultation period. The next Old Kent Road Community Forum events will be held on:

- Monday 18 July 2016 at Walworth Academy, Shorncliffe Road, London SE1 5UJ
- Wednesday 14 September 2016 at New Covenant Church, 506-510 Old Kent Rd, London SE1 5BA

We will also be holding an Old Kent Road Young People's Workshop on Wednesday 7 September from 4.30pm to 7pm at New Covenant Church, 506-510 Old Kent Rd, London SE1 5BA.

You can also join the conversation about the Old Kent Road online.

Please keep up to date by visiting our website to find out about events. If you would like us to attend your local group meeting please contact the planning policy team.

You can comment on the documents by:

Visiting our Consultation Hub and filling in our online questionnaire (details on the website above) or by sending comments by:

- E-mail: planningpolicy@southwark.gov.uk
- Post: FREEPOST SE1919/14 Planning Policy, Chief Executive's Department, London SE1P 5EX

List of locations where documents are available for inspection:

Council offices (on request), 160 Tooley Street, SE1 2QH
(Monday, Tuesday, Wednesday, Thursday and Friday: 9am to 5pm)
Blue Anchor Library: Market Place, Southwark Park Road, SE16 3UQ
(Monday; Tuesday & Thursday 09:00 – 19:00, Friday 10:00 – 18:00, Saturday 09:00 – 17:00)
Canada Water Library: 21 Surrey Quays Road, SE16 7AR
(Monday – Friday 09:00 – 20:00, Saturday 09:00 - 17:00, Sunday 12:00- 16:00)
East Street Library: 168-170 Old Kent Road, SE1 5TY
(Monday & Thursday 10:00 – 19:00, Tuesday 10:00 – 18:00, Saturday 10:00 – 17:00)
Peckham Library: 122 Peckham Hill Street, SE15 5JR
(Monday, Tuesday, Thursday & Friday 09:00 – 20:00, Wednesday 10:00 – 20:00, Saturday 10:00 – 17:00, Sunday 12:00 – 16:00)

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GOVDELIVERY

Draft Old Kent Road Area Action Plan Consultation and events

Sent: 14-07-2016 11:07 AM BST

From: Southwark Council <Southwark-Council@public.govdelivery.com>

Subject: Draft Old Kent Road Area Action Plan Consultation and events

HTML Version

Dear Sir/Madam,

We are currently consulting on the first draft of the Old Kent Road Area Action Plan. This is a new plan to guide the change the Old Kent Road will see over the next 20 or so years and, once finalised, will help the council determine any planning applications for development proposals that are submitted to the council for planning permission.

We want to remind you of the following upcoming consultation events and hope you can make it to join the conversation:

The Old Kent Road Community Forum

Come and hear about the plan and discuss the overall vision proposed in the plan, new homes, jobs and community in the Old Kent Road

- When: Monday 18th July 2016 (Start for 7pm with networking from 6.30pm, close for 9pm)
- Where: Walworth Academy, Shorncliffe Road, SE1 5UJ

Old Kent Road Heritage Walk with Patricia Dark

- When: Wednesday 27th July 2016, 6pm (approx. 1 hour walking tour)
- Where: Meet at 6pm at the junction of Asylum Road and Gervase Street (Caroline Gardens)

If you would like to attend please email planningpolicy@southwark.gov.uk to register your interest

Please check out website for lots more information including other events coming up at www.southwark.gov.uk/oldkentroadaap

Please get involved in the conversation at our online discussion site

Please submit your comments on the draft plan at our consultation hub page

Update your subscriptions or email address, or stop subscriptions at any time by logging into your **MySouthwark** account.

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GOVDELIVERY

Old Kent Road Area Action Plan - extended deadline

Sent: 22-08-2016 10:06 AM BST
From: Southwark Council <Southwark-Council@public.govdelivery.com>
Subject: Old Kent Road Area Action Plan - extended deadline

HTML Version

Dear Sir/Madam,

1. Draft Old Kent Road Area Action Plan
2. Preliminary Draft Community Infrastructure Levy
3. Draft addendum to the Section 106 and Community Infrastructure Levy Supplementary Planning Document
4. Southwark Council's "Regulation 123" list

Further to our email sent to your on the 4 July about our public consultation on the four documents listed above, we are now writing to let you know that the consultation period has been extended to **Friday 4 November 2016**. All comments should be received by 5pm on this date.
Where to view the documents

The draft AAP, the proposed changes to the adopted policies map, the preliminary draft charging schedule, the draft SPD addendum, the revised "Regulation 123 List" plan and supporting documents can be viewed at the locations listed below. They are also available to view on our website: http://www.southwark.gov.uk/oldkentroadaap

List of locations where documents are available for inspection:
Council offices (on request), 160 Tooley Street, SE1 2QH
(Monday, Tuesday, Wednesday, Thursday and Friday: 9am to 5pm)
Blue Anchor Library: Market Place, Southwark Park Road, SE16 3UQ
(Monday; Tuesday & Thursday 09:00 – 19:00, Friday 10:00 – 18:00, Saturday 09:00 – 17:00)
Canada Water Library: 21 Surrey Quays Road, SE16 7AR
(Monday – Friday 09:00 – 20:00, Saturday 09:00 - 17:00, Sunday 12:00- 16:00)
East Street Library: 168-170 Old Kent Road, SE1 5TY
(Monday & Thursday 10:00 – 19:00, Tuesday 10:00 – 18:00, Saturday 10:00 – 17:00)
Peckham Library: 122 Peckham Hill Street, SE15 5JR

You can comment on the documents by:
Visiting our Consultation Hub and filling in our online questionnaire (details on the website above) or by sending comments by:
• E-mail: planningpolicy@southwark.gov.uk
• Post: FREEPOST SE1919/14 Planning Policy, Chief Executive's Department, London SE1P 5EX

Other ways to get involved

We are holding and attending events throughout the consultation period. The next Old Kent Road Community Forum events will be held on:

• Wednesday 14 September 2016 at New Covenant Church, 506-510 Old Kent Rd, London SE1 5BA

We will also be holding an Old Kent Road Young People's Workshop on Wednesday 7 September from 4.30pm to 7pm at New Covenant Church, 506-510 Old Kent Rd, London SE1 5BA.

You can also join the conversation about the Old Kent Road online.

Please keep up to date by visiting our website to find out about events. If you would like us to attend your local group meeting please contact the planning policy team using our contact details above.

Update your subscriptions or email address, or stop subscriptions at any time by logging into your MySouthwark account.

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GOVDELIVERY

Reminder: Old Kent Road Community Forum event - come and tell us your views about the future of the Old Kent Road

Sent: 09-09-2016 01:31 PM BST

From: Southwark Council <Southwark-Council@public.govdelivery.com>

Subject: Reminder: Old Kent Road Community Forum event - come and tell us your views about the future of the Old Kent Road

HTML Version

Dear Sir/Madam

Further to our last email, we are writing to remind you of the next Community Forum meeting to discuss the council's draft Old Kent Road Area Action Plan. This is part of our public consultation programme which **runs until 4 November 2016.**

The meeting will take place on Wednesday 14 September 2016 at New Covenant Church, 506-510 Old Kent Rd, London, SE1 5BA

There will be an opportunity for informal networking from 6.30pm with a **7pm start time**. Please come along and get involved in the discussion and share your views on the draft plan.

The plan and other supporting documents are available to view and download at http://www.southwark.gov.uk/oldkentroadaap. They are also available to view in local libraries. Please keep up to date by visiting our website to find out about events and more information about the plan. If you would like us to attend your local group meeting please contact the planning policy team using our contact details below:

You can comment on the documents by: Visiting our Consultation Hub and filling in our online questionnaire (details on the website above) or by sending comments by:

• E-mail: planningpolicy@southwark.gov.uk

• Post: FREEPOST SE1919/14 Planning Policy, Chief Executive's Department, London SE1P 5EX

All comments must be received by 5pm on 4 November 2016.

You can also join the conversation about the Old Kent Road online.

If you are subscribed to planning policy email updates via **MySouthwark**, update your subscriptions or email address, or stop subscriptions at any time by logging into your **MySouthwark** account. If you are not subscribed to planning policy email updates via MySouthwark and want to stop receiving these emails, please contact planningpolicy@southwark.gov.uk.

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GOVDELIVERY

JOIN THE OLD KENT ROAD BUSINESS NETWORK

Sent: 15-02-2017 10:50 AM GMT

From: Southwark Council <Southwark-Council@public.govdelivery.com>

Subject: JOIN THE OLD KENT ROAD BUSINESS NETWORK

HTML Version

Dear Business Owner

We are writing to you as a business operating in the area in relation to the Old Kent Road Area Action Plan and to invite you to join the Old Kent Road Business Network.

Take part via our consultation hub here.

What is the Old Kent Road Area Action Plan?

The Old Kent Road AAP sets out a vision and strategy for the Old Kent Road area over the next 20 years. The area will see significant change, including: at least 20,000 new homes; provision of a range of business and workspaces including offices and manged workspace, artists studios, light industrial and makerspaces, trade counters and shops, contributing to 5,000 additional jobs; a revitalised high street; and two new tube stations on the Bakerloo Line extension. Hopefully you will have received a copy of our summary leaflet explaining the changes and please do visit our website to find out more information about the AAP.

Southwark is keen to work with all businesses in the area and ensure that our regeneration plans can help as many businesses as possible choose Southwark as a location for their business and to grow. We know that incorporating industrial businesses within residential developments will be challenging. As part of the regeneration of the Old Kent Road, we want to understand what kind of space existing businesses think should be provided. We have produced a leaflet on **Frequently Asked Questions** from businesses we have consulted with so far, which you can find online here.

What is the Old Kent Road Business Network?

The Old Kent Road Business Network is being established to help us engage with businesses as we continue to develop planning policies for the Old Kent Road opportunity area. We will use the network to ensure that businesses have up-to-date information about the Old Kent Road opportunity area. Feedback from the Network will be used to better understand the requirements and aspirations of existing businesses in the area and inform the types of new business space that are built in the area. In the longer term it will be used to help create a database of businesses that would be interested in occupying new space in existing or new developments.

Take part via our consultation hub here.

Please respond by 28 February 2017.

Should you have any questions please do not hesitate to contact us on:

email: planningpolicy@southwark.gov.uk

phone: 0207 525 5471

Yours faithfully,

Planning Policy

Southwark Council

We are contacting you because we have identified your business as being located within the Old Kent Road Opportunity Area. You can stay up to date with planning policy consultations by signing up to MySouthwark and clicking the opt-in tick box on your profile

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GOVDELIVERY

Consultation launch: New Southwark Plan and Old Kent Road Area Action Plan: new and amended policies preferred option ×

Sent: 22-06-2017 03:47 PM BST

From: Southwark Council <Southwark-Council@public.govdelivery.com>

Subject: Consultation launch: New Southwark Plan and Old Kent Road Area Action Plan: new and amended policies preferred option

HTML Version

PLANNING AND COMPULSORY PURCHASE ACT 2004 (AS AMENDED)

THE TOWN AND COUNTRY PLANNING (LOCAL PLANNING) (ENGLAND) REGULATIONS 2012

NOTICE OF FORMAL CONSULTATION (REGULATION 18) FOR:

1) NEW SOUTHWARK PLAN: PROPOSED NEW AND AMENDED PREFERRED OPTION POLICIES

2) THE OLD KENT ROAD AREA ACTION PLAN: PROPOSED NEW AND AMENDED POLICIES AND PROPOSED CHANGES TO THE ADOPTED POLICIES MAP

New Southwark Plan

The council is consulting on the New Southwark Plan: New and amended policies preferred option. The New Southwark Plan sets out the overarching planning and regeneration strategy for the whole borough up to 2033. The document includes several new and amended planning policies and site allocations alongside a new area vision for Crystal Palace and Gipsy Hill. These new and amended policies and new area vision has been prepared in response to previous consultations.

The council consulted on the New Southwark Plan: Strategic and Development Management policies (preferred option) between October 2015 and February 2016. The council is also currently consulting on draft Area Visions and Site Allocations from 6 February to 7 July 2017. You can still submit comments for the Site Allocations and Area Visions consultation on our consultation hub or using the details below.

- **Planning policies** set out the requirement which development proposals must conform to in order to obtain planning permission.
- **Area visions** sets out how each of the borough's unique areas will change in the future and how their character will be preserved and enhanced.
- **Site allocations** identify potential strategic development sites and set out planning requirements that should be met in the event of redevelopment.

Old Kent Road Area Action Plan

Southwark Council is preparing a new plan for the Old Kent Road and surrounding area. The plan will guide and manage new development and growth in the area over the next 20 years. The plan aims to create a new high street environment for the Old Kent Road, with significant public transport improvements supported by mixed use development behind the road. This will incorporate around 20,000 new homes, including affordable homes, new jobs, community facilities and green spaces. The plan includes the potential for extending the Bakerloo Line from Elephant and Castle towards Lewisham with two new stations along the Old Kent Road. The plan will be used to make planning decisions in the area and to coordinate and deliver the regeneration strategy.

The draft Old Kent Road AAP: New and amended preferred option policies proposes new and amended policies and sites which have been prepared following consultation responses to the draft plan received in the consultation from June to November 2016.

Following this "interim" preferred option stage consultation, final drafts of the New Southwark Plan and the Old Kent Road AAP will be consulted on prior to sending the final draft and any comments received to the Government's Planning Inspectorate to examine the plan and make a recommendation for adoption.

How to make a representation on:

1) the New Southwark Plan: New and Amended Preferred Option Policies

and

2) Old Kent Road Area Action Plan: Proposed New and Amended Preferred Option Policies

Both sets of new and amended preferred option policies will be consulted on for 12 weeks between 21 June and 13 September 2017. All comments must be received by **5pm Wednesday 13 September 2017.**

Comments can be made via our online consultation hub page which can be accessed from: https://consultations.southwark.gov.uk/

Please refer to our website the locations where you can view a hard copy of the documents at: http://www.southwark.gov.uk/planning-and-building-control/planning-policy-and-transport-policy

Yours sincerely

Planning Policy Team

planningpolicy@southwark.gov.uk.

0207 525 5471

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GOVDELIVERY

Old Kent Road Area Action Plan: Further Preferred Option

Consultation Report

Appendix 6

Letter to businesses and Business Network FAQ

Planning Policy
planningpolicy@southwark.gov.uk
0207 525 5471

1 February 2017

Dear

JOIN THE OLD KENT ROAD BUSINESS NETWORK

We are writing to you as a business operating in the area in relation to the Old Kent Road Area Action Plan and to invite you to join the Old Kent Road Business Network.

What is the Old Kent Road Area Action Plan?

The Old Kent Road AAP sets out a vision and strategy for the Old Kent Road area over the next 20 years. The area will see significant change, including: at least 20,000 new homes; provision of a range of business and workspaces including offices and manged workspace, artists studios, light industrial and makerspaces, trade counters and shops, contributing to 5,000 additional jobs; a revitalised high street; and two new tube stations on the Bakerloo Line extension. Hopefully you will have received a copy of our summary leaflet explaining the changes and please do visit our website to find out more information about the AAP at www.southwark.gov.uk/oldkentroadaap.

Southwark is keen to work with all businesses in the area and ensure that our regeneration plans can help as many businesses as possible choose Southwark as a location for their business and to grow. We know that incorporating industrial businesses within residential developments will be challenging. As part of the regeneration of the Old Kent Road, we want to understand what kind of space existing businesses think should be provided. We have produced a leaflet on Frequently Asked Questions from businesses we have consulted with so far, which you can find with this letter.

What is the Old Kent Road Business Network?

The Old Kent Road Business Network is being established to help us engage with businesses as we continue to develop planning policies for the Old Kent Road opportunity area. We will use the network to ensure that businesses have up-to-date information about the Old Kent Road opportunity area. Feedback from the Network will be used to better understand the requirements and aspirations of existing businesses in the area and inform the types of new business space that are built in the area. In the longer term it will be used to help create a database of businesses that would be interested in occupying new space in existing or new developments.

Take part via our consultation hub https://consultations.southwark.gov.uk/planning-and-regeneration/old-kent-road-business-network or return the attached form via post.

Please respond by 28 February 2017.

Should you have any questions please do not hesitate to contact us.

Yours faithfully,

Planning Policy
Southwark Council

Old Kent Road Business Engagement Programme

FREQUENTLY ASKED QUESTIONS

OLD KENT ROAD BUSINESS NETWORK

What does the council know about the existing businesses in the Old Kent Road area?

In 2015 we surveyed over 800 businesses in the Old Kent Road opportunity area and we know the area accommodates a wide range of businesses servicing the London economy and beyond. The Old Kent Road Employment Study identifies the business sectors present along with existing land and building typologies. Interviews with 100 businesses demonstrate the diverse industries and businesses in the area, the number of employees, job sectors and customer base.

It is recognised that the area currently provides an industrial function and vacancy rates are generally low. However the area is also reflective of the major growth in support services activities which service the central London economy with high proportions of businesses in the service sector, transport and logistics, storage, retail and wholesale. Around 9% of businesses fall within the manufacturing sector and around 11% are utilities or car repair. Around 75% of businesses are independent businesses occupying single sites and these businesses account for 40% of the jobs in the Old Kent Road area. Our Employment Land Review and Employment Land Strategy for the Old Kent Road provide further analysis.

What is the Old Kent Road Business Network and how can I take part?

The Old Kent Road Business Network is being established to help us engage with businesses as we continue to develop planning policies for the Old Kent Road opportunity area. We will use the network to ensure that businesses have up-to-date information about the Old Kent Road opportunity area. Feedback from the Network will be used to better understand the requirements and aspirations of existing businesses in the area and inform the types of new business space that are built in the area. In the longer term it will be used to help create a database of businesses that would be interested in occupying new space in existing or new developments.

Take part via our consultation hub on our website or return the attached form.

What has been the feedback from businesses so far?

We have consulted with businesses through the Old Kent Road Community Forum (with specialist themes on businesses and jobs), business consultation workshops, a specialist culture workshop and face to face interviews or telephone interviews. We have reported in detail some of the feedback on our website. From the feedback we understand that businesses feel the area operates well as an industrial location close to central London, however rents are increasing and traffic and parking issues can be challenging. We understand that better retail and leisure facilities, better public realm and better transport links in the area would help attract more customers and employees. Many businesses felt that it would be a challenge to operate in a mixed use environment particularly with complex servicing needs, or noisy/dusty activities. However, most businesses are keen to seek opportunities to retain a presence within the borough. Some businesses are looking into creating a shop front model in the area to retain business presence in the area whilst the industrial/storage functions may take place elsewhere.

What are the aims of the Old Kent Road AAP for businesses and jobs?

The Area Action Plan (AAP) promotes a change from large scale industrial uses and warehouses to mixed use development combining residential and employment uses. The aim is to generate 5,000 new jobs in the area by meeting growing demand for offices and managed workspaces, as well as for light industry, artists' studios and low cost space. Employment and training opportunities will be targeted towards local people and jobs will be generated in a range of sectors including construction (see the Southwark Construction Skills Centre) education, retail and leisure.

The AAP sets out six locations for 'employment clusters'. In these areas we expect there to be a significant increase in the number of jobs and it is expected the amount of employment floorspace will be retained or increased on specific sites. Our strategy outlines the most appropriate uses for particular clusters, for example offices and light industry would be more appropriate to the north of the area, nearer to central London (e.g. Mandela Way). Some areas will have a town centre function around new tube stations whilst other areas will be more suitable for industries servicing central London, including light industrial and flexible workspaces, distribution and trade counters, artists' studios and business start-ups. Please refer to draft Policy AAP 11 in the draft Old Kent Road AAP for more details.

The AAP offers the scope for significant improvements in the facilities and services available for businesses, employees and customers across the opportunity area.

What are the options for my business?

The options available for each business will vary depending on the circumstances of the business. Our vision is to grow the economy around the Old Kent Road, increasing the number of jobs. We are keen to work with all businesses in the area and ensure that our regeneration plans can help as many businesses as possible choose Southwark as a location for their business and to grow. Depending on the needs of businesses, we would encourage the retention of existing businesses and provision of affordable business space within new developments and in some instances have used Section 106 planning obligations to secure this. We are also working with neighbouring boroughs to identify the wider supply of available sites, should businesses need to move.

We would encourage all businesses to engage with us via our Business Network to ensure we are aware of your future business requirements. We have already held many face to face meetings with businesses in the Old Kent Road area. We are happy to meet with businesses to discuss the AAP and what it could mean for your particular business. Please contact planningpolicy@southwark.gov.uk

What guidance is available for the redevelopment of mixed use neighbourhoods?

The AAP sets out detailed policies for providing new housing, business space, public spaces, street networks, transport, culture and parks, including guidance on building heights, density and street layouts. Specific site allocations in the AAP also outline the expectations of mixed use neighbourhoods in particular areas. Appendix 2 of the AAP identifies a design guide for mixing uses which is based on our evidence of the requirements of new business space. It also offers guidance on access and servicing and a checklist for new workspace requirements.

The AAP aims to ensure meaningful employment space is provided in mixed use schemes which acknowledges the benefits of clustering businesses together to retain and promote a strong business community in the area. Proposals for mixed use development will need to demonstrate innovative design solutions for the provision of new business space including adequate servicing and not all sites will follow the same model. The key message is that the type of employment space that will be successful will be different for different areas, and there will not be a one-size-fits-all approach across the opportunity area.

Crucially, providing office type space directly below residential developments without acknowledgement of the needs of future occupiers will not be sufficient. There is high demand for open, flexible or hybrid workspaces (see definition below) across the opportunity area to accommodate light industrial uses with appropriate access and servicing areas. New development schemes will be expected to contribute positively to the creation of the employment clusters and strengthen the identity of the area through varying design typologies.

What are hybrid workspaces?

Hybrid space combines aspects of light industrial and office space for businesses looking to undertake some productive or 'making' activities whilst also retaining a subsidiary office function. This type of space is growing in London and particularly supports the growth of small businesses, offering flexible space often in a shared environment.

What is a workspace provider?

A workspace provider is a specialist public, private or not-for-profit organisation which provides and manages offices or flexible workspaces for entrepreneurs, small businesses, artists and sole traders. The space provided will often promote co-working, including shared facilities and offer low cost and flexible lease terms or pay-as-you-go hot desking. The Old Kent Road AAP recognises the role of workspace providers as a vital tool to deliver affordable workspace in the borough to support existing businesses and start-ups. Workspace providers may also offer business support and flexible terms to suit a wide range of business needs.

Southwark Council has created a list of workspace providers interested in operating in the borough following a detailed application and screening process. This list will be continuously updated and may increase exposure to business opportunities.

How can businesses operate in mixed use neighbourhoods?

The design guidance in the AAP specifies how mixed use development can be successfully achieved using different design typologies. Some of the key considerations are the consolidation of servicing and deliveries, mitigating nuisance through sound insulation and the creation of public facing services on the street level. There are opportunities for businesses to explore different operating models such as splitting functions - for example, retaining an office or showroom function near to their customer base whilst operating storage and industrial functions outside of central London.

How will development in the Old Kent Road

opportunity area be delivered?

Sites in the Old Kent Road area that provide the opportunity for redevelopment are known as site allocations in the AAP. These areas will offer significant regeneration benefits by providing new homes and jobs as well as community infrastructure and public realm or green spaces. Many of the site allocations in the Old Kent Road area feature a number of different landowners as well as leaseholders.

Unlike some of the other regeneration areas in Southwark, the council does not own much land in the opportunity area. Generally, the draft AAP relies on landowners bringing forward land for development over a period of 20 years of more. In some areas individual landowners will come forward with development schemes, in other areas we will be encouraging collaboration between landowners and developers to achieve the strategic aspirations of the AAP. Developers should submit a business strategy explaining the kinds of employment space they will provide in new schemes and the type of occupiers it will suit, whether it can accommodate existing businesses on the site or in the Old Kent Road area, or how relocation options have been considered.

When will the draft AAP be implemented?

The draft AAP is a long term plan for the regeneration of the Old Kent Road that will take place over 20 years or more. Land ownership in the opportunity area is very fragmented and the council itself owns very little land. Generally, the AAP relies on individual landowners bringing forward sites for development. This means that it is likely that the draft AAP will be implemented incrementally and over a long period.

What is a Compulsory Purchase Order (CPO) and when would the council use it?

A Compulsory Purchase Order (CPO) is the exercise of the power that enables public bodies, including the council, to acquire land, or rights over land compulsorily in return for compensation. It can be an important tool to help assemble land needed to help deliver social, environmental and economic change. Obtaining CPO powers is a lengthy and expensive process and in exercising its CPO powers, the council must have regard to government guidance which states that a CPO should only be made where there is a compelling case in the public interest.

In much of the Old Kent Road opportunity area, land ownership is very fragmented. Generally, the draft AAP relies on individual landowners bringing forward sites for development. While the council cannot rule out making CPOs it is preferable for adjoining landowners to collaborate to achieve comprehensive development.

What about the cultural sector?

We recognise there are a number of artists' studios and creative industries which make up a crucial part of the economy and cultural sector in the Old Kent Road area. We encourage the retention and growth of this sector within development opportunities to enhance and promote the vibrant cultural and arts sector within the area. For example the AAP indicates that development should reinforce the growth of creative businesses in the Hatcham Road and Latona Road employment clusters.

Businesses in the arts and cultural sector can register their details online to request information about long term spaces available in Southwark.

Are there any areas which will remain in industrial use only?

We have identified the South East Bermondsey area as continuing its industrial function with potential for the intensification of business uses, including in the new and refurbished railway arches. We will also be exploring other opportunities for the relocation of industrial uses that are not compatible with housing within south London, including through joint work with Lewisham Council and other London boroughs.

What happens next?

We will be writing to all businesses to provide this information and invite them to take part in our online Business Network questionnaire. We will continue to meet with businesses on an individual basis to discuss their future aspirations and how the council could help support existing businesses in the context of the AAP.

Old Kent Road Business Network Questionnaire

Complete online via the Southwark Consultation Hub or return to
FREEPOST SE1919/14 Planning Policy, Chief Executive's Department, London SE1P 5EX.

1. What is your name?			
2. What is your email address?			

Frequently Asked Questions Page 3

3. What is the name of your business?			
4. What is your business address?			
5. What is your main business activity?			
6. Which of the following options is applicable to you?			
	Freehold owner of business land		
	Leasehold owner of business premises		
	Renting business premises		
7. When does your current lease expire?			
	Not applicable		
	Before 1 January 2018		Between 1 January 2018 and 31 December 2019
	Between 1 January 2020 and 31 December 2021		Between 1 January 2022 and 31 December 2023
	Between 1 January 2024 and 31 December 2025		After 1 January 2026
8. Which of the following options best describes your business?			
	Independent business		Headquarters for more sites
	Branch or subsidiary		Franchise
	Other *(please specify below)*		

9. How many people does your business employ?			
	0 - 9		10 – 49
	50 - 249		250 and over
10. Over the next year, how do you anticipate the space needed by your business will change?			
	It will remain the same		
	It will decrease substantially		It will decrease slightly
	It will increase substantially		It will increase slightly

11. On a scale of 1 to 10, how important is it for your business to remain in the Old Kent Road area? *(Please circle the relevant box)*

1 = Not at all important *10 = Mandatory*

1	2	3	4	5	6	7	8	9	10

12. If your answer to question 11 was above 5, what are your main reasons for remaining in the Old Kent Road area? *(Please rank your top three reasons by putting a number in the relevant box)*			
	Proximity to central London		Near to customer base
	Passing trade		Near to suppliers
	Near to other businesses		Near to home
	Availability of staff		Reasonable rents, compared to other locations
	Lack of suitable alternative business premises		Public transport
	Road infrastructure		Local amenities
	Safety and security		Business rates
	Availability of parking		
13. If your answer to question 11 was below 5, would you be interested in receiving information on available industrial land/premises in other London boroughs?			
	Yes		No

14. Would you consider a 'shop front' model for your business in the Old Kent Road area?

This would enable businesses to retain a business presence in the area (such as a head office/sales office/showroom) but the manufacturing, production, distribution or storage would occur elsewhere.

	Yes		No *(Please give reasons below)*

15. Could your business operate within a mixed use area that also accommodated new homes?			
	Yes		No *(Please give reasons below)*

16. What type of new business premises would you require? *(Please tick all that apply)*			
	Industrial/warehouse building – ground floor only		Industrial/warehouse building – ground or upper floors with suitable access
	Yard – with no buildings or a small building		Office space
	Desk space only		Co-working space with other businesses
	Modern business park		Railway arch
	Artist studio		Music studio
	Other *(Please specify below)*		

17. Which of the following features would you require for a new business premises? *(Please tick all that apply)*			
	Double height loading bays		Service yard
	24 hour access		Vehicular access
	Car parking		Full fit-out
	Basic fit-out		Shell and core only
	Sound insulation		High ceilings
	Fibre optic broadband		Shop front
	Trade counter		Sales office

	Showroom		Other *(Please specify below)*

18. What size of new premises would you require?			
	Less than 200 square metres (2,000 square feet)		200 – 600 square metres (2,000 – 6,000 square feet)
	600 – 1,000 square metres (6,000 – 10,000 square feet)		More than 1,000 square metres (10,000+ square feet)
19. Could your business operate within a workspace provider model? *A workspace provider could be a specialist public, private or not-for-profit organisation which provides offices or flexible workspaces to entrepreneurs, small businesses, artists and sole traders. The space provided will often promote co-working, including shared facilities and offering low cost and flexible lease terms or pay-as-you-go hot desking.*			
	Yes		No
20. Could your business operate within a railway arch?			
	Yes		No
21. What could the council do to support your business?			
22. Do you give permission for this information to be publicly available as part of the Old Kent Road Business Network?			
	Yes		No

APPENDIX E

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

Integrated Impact Assessment
Further Preferred Option

No.	Title
Appendix A	Old Kent Road AAP Further Preferred Option 2017
Appendix B	Proposed changes to proposals map
Appendix C	Consultation Plan
Appendix D	Consultation Report
Appendix E	Integrated Impact Assessment
Appendix F	Habitat Regulations Assessment

December 2017

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

HOW TO COMMENT ON THIS REPORT

If you have any queries regarding this document please contact Southwark Council's planning policy team. Comments can be returned by post or email to:

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

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

Consultation on this document begins on 13 December 2017
All comments must be received by 7 March 2018

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Section 1	Background	Explains why an IIA has been prepared and provides an overview of the area action plan and preparation process.	Page 8
Section 2	Methodology	Sets out the methodology used to undertake the IIA including the consultation that has been carried out.	Page 9
Section 3	Context and baseline	Provides information on: the context, other policies, plans and programmes and a summary of the baseline information.	Page 12
Section 4	Purpose of the IIA and Issues	Describes the purpose of the area action plan and the plan's objectives. Presents the IIA issues and objectives relevant to the area action plan.	Page 14
Section 5	IIA Framework	Explains the IIA Framework	Page 17
Section 6	Plan Options and Alternatives	Examines the main strategic alternatives considered and how they were identified and compares the significant sustainability effects of the alternatives.	Page29
Section 7	Effects of the plan policies	The effects of the plan policies are described, including any significant positive or negative effects, cumulative impacts, proposed mitigation, uncertainties and risks	Page 33
Section 8	Implementation	The next stages in the plan preparation, implementation and future monitoring, and the links to other plans and projects are explained.	Page 37

Appendices

Appendix 1	Scoping report consultation summary
Appendix 2	The SEA Directive Requirements
Appendix 3	Relevant Plans, Strategies and Programmes
Appendix 4	IIA Appraisal of the AAP options
Appendix 5	IIA Appraisal of the AAP policies
Appendix 6	Mental Well-being Impact Assessment Screening

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Abbreviations

IIA: Integrated Impact Assessment
AAP: Area Action Plan
OAPF: Opportunity Area Planning Framework
SEA: Strategic Environmental Assessment
SA: Sustainability Appraisal
MWIA: Mental Well-being Impact Assessment
EqIA: Equalities Impact Assessment
HIA: Health Impact Assessment
HRA: Habitats Regulations Assessment
GLA: Greater London Authority
TFL: Transport for London
BLE: Bakerloo Line Extension
SCI: Statement of Community Involvement
OA: Opportunity Area
AMR: Annual Monitoring Report
SUDS: Sustainable Urban Drainage Systems
CAZ: Central Activities Zone
NPPF: National Planning Policy Framework
NPPG: National Planning Policy Guidance
NSP: New Southwark Plan
SPD: Supplementary Planning Document

Non technical summary

What is this document?

This further preferred option has been prepared in response to the previous consultations. This consultation is to ensure that all residents and visitors have an opportunity to comment on all policies before the formal 'proposed submission' stage.

This document reports on the Integrated Impact Assessment of the draft Old Kent Road Area Action Plan for the further preferred option. The council is promoting sustainable growth in the borough with equality, diversity and the health of residents at the heart of everything we do. Integrated impact assessment helps us to achieve these aims as well as meeting legal requirements to undertake a sustainability Appraisal when preparing new plans. A Strategic Environmental Assessment (SEA) is required to meet European Legislation. The council is also required to consider the impact of new plans on equalities and health of residents in the borough which involves considering groups with protected characteristic as defined by the Equalities Act. This document incorporates the sustainability appraisal, SEA and equalities and health impacts in one document called the Integrated Impact Assessment. The IIA is an ongoing process and will be reviewed and monitored as the AAP progresses.

What does this document do?

The IIA identifies the impacts of the AAP policies on sustainability objectives, health of the population and equality groups. The process has consisted of a collection of baseline information on the environmental, social and economic characteristics of the Old Kent Road (scoping). This has been used to identify sustainability issues, objectives and indicators used assess the likely impacts of the policies of the AAP and to enable monitoring of the process in the future. The IIA considers the likely impact of two different options for growth in the area, low, medium and high growth based on the evolution of evidence base documents and discussions with the local community. The IIA considers the likely impact of three different options for growth and considers Option B- high growth to be the most appropriate option. The IIA then assesses the policies for development and the character areas containing site allocations in the AAP against the sustainability objectives and identifies any areas which would need to be mitigated or monitored in the plan process.

Why do we need an AAP for OKR?

The purpose of the Old Kent Road Area Action Plan (AAP) is to set out how the best of the Old Kent Road, including its thriving businesses and arts and cultural communities, can be nurtured and developed over the next 20 years (the 'plan period'). It is an innovative plan, with policies that will guide new development to provide urgently needed housing and jobs, whilst providing new opportunities and improving the lives of people who live and work there now. To achieve this, the plan proposes mixing residential and commercial uses, so that new and existing businesses like warehouses, shops, creative workspaces and offices are designed to co-exist with new homes.

This innovative approach is proposed because the unique conditions and character of the Old Kent Road provide an important opportunity to address the challenges faced across London when it comes to accommodating growth in homes, jobs and social infrastructure. These challenges are particularly pressing in Central London, where competition between land uses is at its most intense. By virtue of its location, connections, existing uses, evolving character and development potential, the Old Kent Road is one of the few places in central London that really can deliver innovative solutions to these challenges.

The options for the AAP

Option A: Business as usual

This option would be delivered without the extension of the Bakerloo Line. The option would deliver 8000 new homes by 2037. There would be limited opportunities to grow the business, arts and cultural communities in the area or to deliver the other benefits to residents unlocked by the Bakerloo Line.

Option B: High growth

The key driving factor for growth in this option would be significant improvements to public transport through the delivery of the Bakerloo Line extension and three new underground stations. With this option, development would benefit residents by delivering the following outcomes that would not be achieved under option A:

- 20,000 new homes, with the 8,000 homes expected under Option A delivered 10 years sooner
- 7,000 affordable homes
- 1 further education college and the opportunity for a university
- 3 new tube stations on the Bakerloo Line Extension
- 1 new community health hub
- 10,000 new jobs
- 1 major cultural attraction
- 1 new secondary school
- 2 new primary schools
- 9 primary school expansions
- 7 new parks and other public spaces

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

Figure 1

Section 1 – Background

1.1 Why is this document required?

1.1.1 During the preparation of local plans, the council is required by UK law to assess the sustainability impacts of it's planning policies through a sustainability appraisal (SA). By testing each plan policy against sustainability objectives, the SA process assesses and reports the likely significant effects on the plan policies and the opportunities for improving social, environmental and economic conditions by implementing the plan.

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

1.1.3 Health Impact Assessment (HIA) is a combination of procedures, methods and tools by which a policy, program or project may be judged as to its potential effects on the health of a population, and the distribution of these effects within the population. In this context health can be defined as both physical and mental health and well-being. HIA also considers the potential effects on the determinants of health such as life circumstances and lifestyles. HIA is still a relatively new concept and as yet there is no one standard method for conducting HIAs

1.1.4 The IIA will consider if there are any unintended consequences for people within the equalities and health groups and if the policies will be fully effective for all target groups and will - will enable a considered and holistic approach to assessing the proposed policies in the AAP/OAPF in an integrated way.

1.1.5 Crucially, assessing policies from these different perspectives - that is 1) a sustainability perspective (including environmental, social and economic sustainability), 2) an equalities perspective and 3) a health perspective - will enable a considered and holistic approach to assessing the proposed policies in the AAP/OAPF in an integrated way.

1.2 Habitats Regulations Assessment

1.2.1 The Conservation of Habitats and Species Regulations (as amended) (2010) [the Habitats Regulations] require that HRA is applied to all statutory land use plans in England and Wales. The aim of the HRA process is to assess the potential effects arising from a plan against the nature conservation objectives of any site designated for its nature conservation importance.

1.2.2 The HRA of the AAP/OAPF will be undertaken alongside the IIA with the findings of the HRA informing the IIA. The methods and findings of the HRA process will be reported separately from the IIA and will be sent to the statutory consultee (Natural England) and placed for consultation for the wider public.

Section 2 – Methodology

2.1 Purpose of the Integrated Impact Assessment

2.1.1 This IIA will follow the same methodology as the IIA carried out for the first preferred option. The purpose of sustainability appraisal is to ensure that sustainable developments has been integrated in the formulation of development plans and to verify that due consideration has been given to social, economic and environmental factors. The SA must also show how the requirements of the strategic environmental Assessment (SEA) have been met. The IIA considers the sustainability impacts of the plan in addition to impacts on health and equalities.

2.2 Planning and Sustainable Development

2.2.1 The National Planning Policy Framework (NPPF) (2012) provides the over-arching national policy to deliver sustainable development through the planning process. There are three dimensions to sustainable development: economic, social and environmental, giving rise to the need for the planning system to perform a number of roles:

- an economic role – contributing to building a strong, responsive and competitive economy, by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth and innovation; and by identifying and coordinating development requirements, including the provision of infrastructure;

- a social role – supporting strong, vibrant and healthy communities, by providing the supply of housing required to meet the needs of present and future generations; and by creating a high quality built environment, with accessible local services that reflect the community's needs and support its health, social and cultural well-being; and

- an environmental role – contributing to protecting and enhancing our natural, built and historic environment; and, as part of this, helping to improve biodiversity, use natural resources prudently, minimise waste and pollution, and mitigate and adapt to climate change including moving to a low carbon economy.

2.2.2 The NPPG sets out the key stages and tasks for the SA process and their relationship with the Local Plan process, which are illustrated in Figure 2.1**.** It is important to note that IIA is an iterative and on-going process. Stages and tasks in the IIA process may be revisited and updated or revised as a plan develops, to take account of updated or new evidence as well as consultation responses.

2.2.3 Following this process, this document sets out the context, other policies, plans and programmes and a summary of the baseline information from the scoping stage in Section 3. This information was used to set out the issues in Section 4. These issues form the basis for the IIA Framework in Section 5. That framework is used to assess the plan options and alternatives in Section 6 and to assess the policies in Section 7. Section 8 explains the next stages in the plan preparation, implementation and future monitoring.

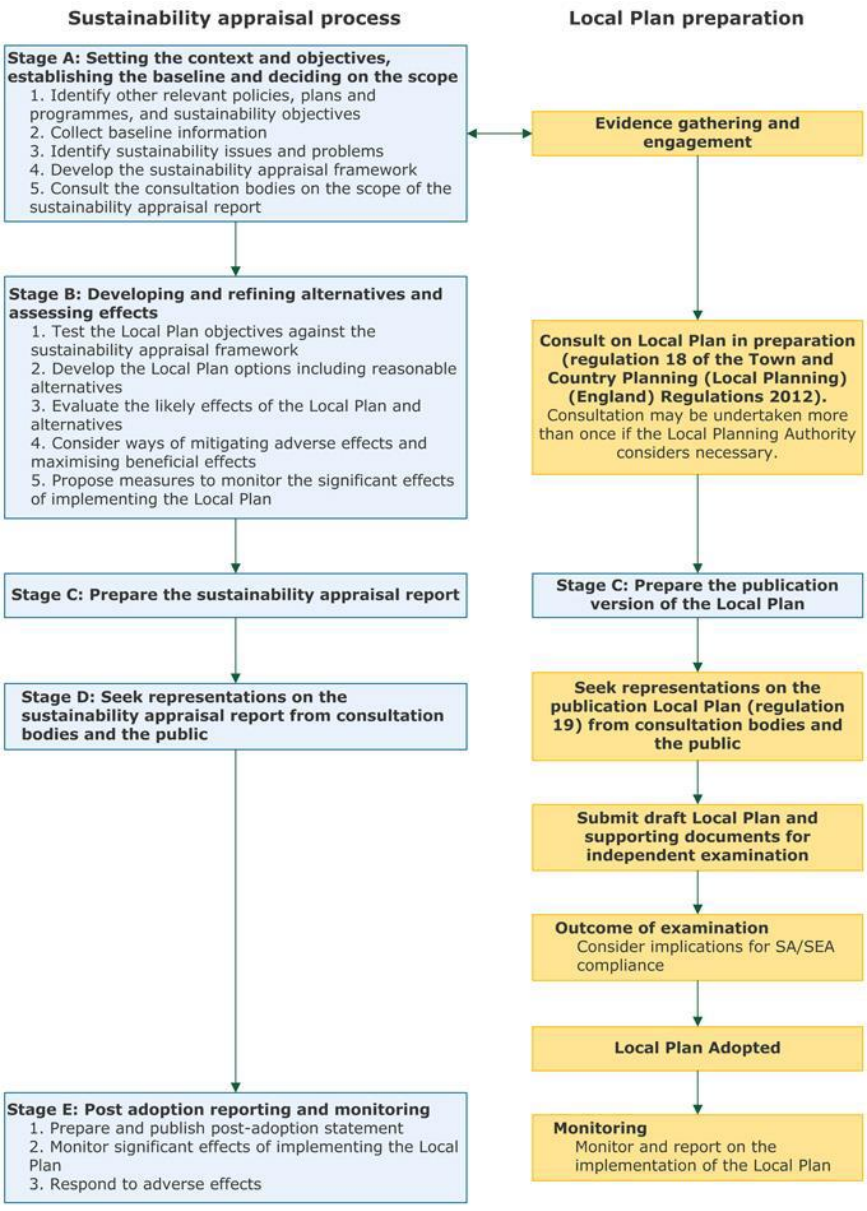

Sustainability appraisal process
Local Plan preparation
Stage A: Setting the context and objectives, establishing the baseline and deciding on the scope
1. Identify other relevant policies, plans and programmes, and sustainability objectives
2. Collect baseline information
3. Identify sustainability issues and problems
4. Develop the sustainability appraisal framework
5. Consult the consultation bodies on the scope of the sustainability appraisal report
Evidence gathering and engagement
Stage B: Developing and refining alternatives and assessing effects
1. Test the Local Plan objectives against the sustainability appraisal framework
2. Develop the Local Plan options including reasonable alternatives
3. Evaluate the likely effects of the Local Plan and alternatives
4. Consider ways of mitigating adverse effects and maximising beneficial effects
5. Propose measures to monitor the significant effects of implementing the Local Plan
Consult on Local Plan in preparation (regulation 18 of the Town and Country Planning (Local Planning) (England) Regulations 2012).
Consultation may be undertaken more than once if the Local Planning Authority considers necessary.
Stage C: Prepare the sustainability appraisal report
Stage C: Prepare the publication version of the Local Plan
Stage D: Seek representations on the sustainability appraisal report from consultation bodies and the public
Seek representations on the publication Local Plan (regulation 19) from consultation bodies and the public
Submit draft Local Plan and supporting documents for independent examination
Outcome of examination
Consider implications for SA/SEA compliance
Local Plan Adopted
Stage E: Post adoption reporting and monitoring
1. Prepare and publish post-adoption statement
2. Monitor significant effects of implementing the Local Plan
3. Respond to adverse effects
Monitoring
Monitor and report on the implementation of the Local Plan

Figure 2.1

2.2 Process

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

2.3 Consultation

2.3.1 Community consultation has being carried out as an ongoing process to make sure that local residents, businesses and stakeholders are informed of the changes within the area. Our SCI sets out how individuals, community groups, developers and anyone else who may have an interest in local plans should be consulted on planning documents.

2.3.2 The first stage of formal consultation for this IIA involved the IIA Scoping Report, included at Appendix 1. SEA regulations require that the contents of the scoping report must be consulted on with the following 'authorities with environmental responsibility': Natural England, Environment Agency and Historic England.

2.3.3 We initially assessed and consulted on three options for the plan. In the latest version of the AAP we have refined these options to reflect the two scenarios that would likely be delivered in reality, with or without extension of the Bakerloo Line.

2.3.4 As we move forward to develop the submission version AAP we will continue to assess the sustainability implications across the area. We will also consult the same groups and organisations on the sustainability report at the next stage. An extensive list of local consultees on our planning policy database were consulted.

2.4 Monitoring the plan

2.4.1 The identification of suitable sustainability indicators within the IIA Framework to ensure issues can be effectively measured and monitored has been an iterative process and taken into consideration comments made in the consultation process. We have borne in mind that the indicators need to satisfy the following characteristics since only these are suitable for monitoring purposes: Importance, supported by readily available information, capabilities of showing trends over time, easy to understand and communicate.

2.4.2 At the options identification stage we dealt with general concepts and directions for regeneration and growth in the Old Kent Road opportunity area. This has meant that this initial appraisal has been high level, identifying potential social, environmental and economic impacts.

Section 3 - Context and baseline

3.1 Links to other policies, plans and programs

3.1.1 It is important to identify this policy framework at an early stage as a wide range of guidance and initiatives influence the United Kingdom's planning system and the development of planning policy in Southwark. A considerable number of relevant documents were identified at the international, national, regional and local levels as part of the Scoping Report. Since the consultation on the Scoping Report, additional or more recent documents of relevance have been identified and these have been included in the table set out at Appendix 2. This provides an overview of the key international, national, regional and local policies, plans and programmes that informs the AAP/OAPF and accompanying IIA.

3.2 Summary of baseline information

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

Population: 33,241[1] and, without the implementation of the AAP, it is projected to grow by 15% from 2015 to 2036

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

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

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

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

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

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

The OA contains a significant integrated waste management facility, processing 88,350 tonnes of waste per annum and improving levels of waste re-use and recycling.

The Old Kent Road corridor currently significantly exceeds the legal air quality standard for Nitrogen Dioxide (NO2)[5].

[1] Mid-2014 Lower Layer Super Output Area population estimates for England and Wales, Office for National Statistics
[2] 2013/14 GCSE and Equivalent Results for Young People by Gender, Referenced by Location of Pupil Residence, Neighbourhood Statistics, Department for Education
[3] 2011 Census, Office for National Statistics
[4] 2013 Sub-national energy consumption statistics, Department for Energy and Climate Change
[5] Southwark Environmental Protection monitoring

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

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

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

3.3 Problems in collecting baseline data.

3.3.1 Problems arose because in some instances where data did exist it was often either at the wrong geographical scale e.g. borough/regional/national or held over insufficient time to show a trend. There was also a case where some baseline data was no longer being collected. Where qualitative data has been used, it has not always been possible to provide an analysis of trends.

[6] Southwark Open Space Strategy Evidence Base, 2012
[7] Forthcoming report of 2015 Ecological Survey of Southwark

Section 4 – Purpose of the IIA and Issues

4.1 Purpose of the Area Action Plan

4.1.1 The purpose of the Old Kent Road Area Action Plan (AAP) is to set out how the best of the Old Kent Road, including its thriving businesses and arts and cultural communities, can be nurtured and developed over the next 20 years (the 'plan period'). It is an innovative plan, with policies that will guide new development to provide urgently needed housing and jobs, while providing new opportunities and improving the lives of people who live and work there now. To achieve this, the plan proposes mixing residential and commercial uses, so that new and existing businesses like warehouses, shops, creative workspaces and offices are designed to co-exist with new homes.

4.1.2 This innovative approach is proposed because the unique conditions and character of the Old Kent Road provide an important opportunity to address the challenges faced across London when it comes to accommodating growth in homes, jobs and social infrastructure. These challenges are particularly pressing in Central London, where competition between land uses is at its most intense. By virtue of its location, connections, existing uses, evolving character and development potential, the Old Kent Road is one of the few places in central London that really can deliver innovative solutions to these challenges.

4.1.3 This has been recognised by the New London Plan, which identifies the Old Kent Road in two major growth areas; Central London and the Bakerloo Line Extension Growth Corridor (Figure 1). The Bakerloo Line Extension (BLE) will be a game changer for the area. It will enable substantial growth, with the number of homes rising from 14,500 to 34,500 and the number of jobs rising from 9,500 to 20,000. This will, of course, have important positive impacts London's economy, but it will also benefit new and existing Old Kent Road businesses.

4.2 Vision

A Better Central London….The Best of Central London

4.2.1 Old Kent Road isn't any old road. For 2000 years it has been a vital artery connecting the commerce and culture of one of the world's great cities to Europe. Its strength as a place to live, work and do business is its central London location and inner city character.

4.2.2 The construction of the Bakerloo Line Extension will drive the growth of central London southwards encompassing Old Kent Road. As this happens, the council want to make sure that new development helps to foster a civil and humane community in which old and young can flourish together. We are exploring ideas such as the co-location of nurseries with older persons' accommodation, something that has successfully reduced loneliness and social isolation in other cities, and connecting schools with other education institutions with diverse local employment opportunities.

4.2.3 Central London is a place of extremes of wealth and poverty and its regeneration is sometimes criticised as gentrification at best and social cleansing at worst. The redevelopment of Old Kent Road will be neither of these things. Its primary purpose will be the delivery of tangible direct benefits to the existing communities in Walworth, Bermondsey and Peckham including new and improved housing, schools, park spaces and leisure and health centres and the creation of a wide range of jobs. This plan sets out the physical framework that will enable the community to realise its potential. There should be no poverty of ambition or opportunity in Old Kent Road for any age group. It promotes multifunctional attractive neighbourhoods that promote physical activity and social interaction and shield from negatives such as pollution and feeling unsafe.

4.2.4 We want redevelopment to grow Old Kent Road's significant local economy, not just by accommodating a narrow professional office sector, but by supporting and encouraging a wide range of skills and job types including the wide variety of businesses that serve central London and new and growing sectors such as the arts and creative industries. To achieve this, our plan promotes the innovative mixing of residential and industrious uses in a way that has not been seen before in London. Done with care, we believe that this can deliver a special place that is desirable to live and work and ensures business continuity.

4.2.5 We want to build new homes, 35% of which will be affordable, and while they should come in a range of types, from terraced houses to apartment buildings, they should all be designed to a high standard. Generous room sizes, high ceilings and large windows will make sure that people have enough “head room” and space to think and to rest.

4.2.6 Our plan proposes to link together the area’s existing open spaces, including Burgess Park to Canada Water, with new park spaces to provide a “Greener Belt” (Figure 3). This network will accommodate nature and biodiversity, while providing opportunities for play, sport, food growing, and simply sitting down to take a break. We want to create an environment that delights all the senses.

4.2.7 Development in the area will be car free and the promotion of walking and cycling as well as electric buses, taxis and commercial vehicles will help to tackle air and noise pollution. This is vital for the health of everyone, especially children.

4.2.8 Living at the centre of one of the worlds great cities, with its enviable economic and cultural capital should be an opportunity for all and not just a privileged few. We have a responsibility to make the most of that opportunity on behalf of the residents and businesses of Old Kent Road.

4.3 Key environmental, health and equality issues

4.3.1 Table 4.1 sets out sustainability issues that have been identified for the Old Kent Road opportunity area which the IIA will address. These have been identified through monitoring, engagement with stakeholders, a review of relevant policies, strategies and programmes and existing council evidence base documents, and a survey of baseline data and information about the borough.

4.3.2 The sustainability issues are set out in the context of a number of themes.

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

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

- Addressing poor parts of the local environment that lead to physical inactivity
- Maintaining local distinctiveness and protecting and enhancing place-making assets
- Improving safety and facilities for young people including playspace and sports facilities

Design, Heritage and Environment

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

Theme 3: Strong local economy

Business, Employment and Enterprise

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

Town Centres

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

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

Social Infrastructure

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

Theme 5: Getting around

Travel

- Improving the transport network and infrastructure on Old Kent Road
- Improving the legibility and safety of the Old Kent Road including crossing points for pedestrians
- Improving the health of the population by promoting healthy lifestyles including active forms of travel such as walking and cycling

- Reducing congestion and pollution and managing traffic flows on the Old Kent Road
- Reducing car parking
- Managing delivery and servicing activities for mixed use development
- Improving accessibility by public transport
- Supporting provision of the Bakerloo Line extension with two new stations on Old Kent Road

Theme 6: Cleaner, greener, safer

Sustainability

- Mitigating and adapting to climate change
- Minimising flood risk and improving resilience to flood risk
- Maintaining improvement in recycling and the management of waste
- Improving energy efficiency and use of renewables
- Providing opportunities for heat and power networks.
- Addressing poor air quality around the Old Kent Road and decreasing level of emissions from industry, construction and traffic
- Ensuring sustainable use of water resources
- Ensuring that there is social, physical and green infrastructure capacity for existing and future needs
- Reducing the impact of noise, in particular traffic noise associated with the Old Kent Road
- Ensuring high standards of sustainable design are achieved in the built environment
- Reducing health risks from toxicity of contaminated land due to past industrial land uses
- Meeting the high demand for food growing as an opportunity for active lifestyles, healthy diet and tackling food poverty
- Improving water quality, sustainable drainage and the enhancement of green infrastructure to manage flood risk and improve biodiversity

Section 5 - Integrated Impact Assessment Framework

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

5.1.1. The likely impacts of the AAP/OAPF will be assessed using a set of objectives, which relate to the existing and emerging strategic vision for the opportunity area reflecting the current social, economic and environmental issues set out in section 4.

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

5.1.3. IIA Framework

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

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

TABLE 5.1		
IIA Objective	**Questions to consider for assessment**	**Potential monitoring indicators**
	space that meet local needs? Will it facilitate connection of existing communities, i.e. layout and movement which avoids physical barriers and severance and land uses and spaces which encourage social interaction? How will different groups of people be affected by the option or policy - including black and minority ethnic communities, women, disabled people, lesbians, gay men, bisexual and transgender people, older people, young people, children, gypsies and travellers and faith groups? Will it benefit the groups listed above?	Assessment
IIAO6: **To reduce contributions to climate change**	Will it reduce CO2 and other greenhouse gas emissions? Will it reduce consumption of energy? Will it use renewable sources of energy? Will it help local people cope with hotter drier summers and warmer wetter winters? Will it mitigate against the urban heat island effect? Will it encourage the re-use of resources? Will it encourage water efficiency and drought resilience? Will it encourage the reuse or improvement of buildings and land that are vacant, under utilised or in disrepair? Will it maintain or enhance biodiversity?	BREAAM and Code for Sustainable Homes Scores of major consents Energy consumption (break down by source/type) (Department for Energy and Climate Change) Environmental performance of opportunity area's housing stock (energy performance certificates)
IIAO7: **To improve air quality**	Will it improve air quality? Will it help to reduce emissions of PM10, NO2? Will it minimise construction impacts such as dust, noise, vibration and odours? Will it encourage a reduction in amount and length of journeys made by car?	Number of days of high air pollution (Old Kent Road monitoring station) Annual average concentrations and number of hourly exceedences of nitrogen dioxide in air (Old Kent Road monitoring station) Annual average concentrations and number of daily exceedences of PM10 in air (Old Kent Road monitoring station)
IIAO8:	Will it promote the reduction of waste during construction /	Municipal waste land-filled (tonnes)

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

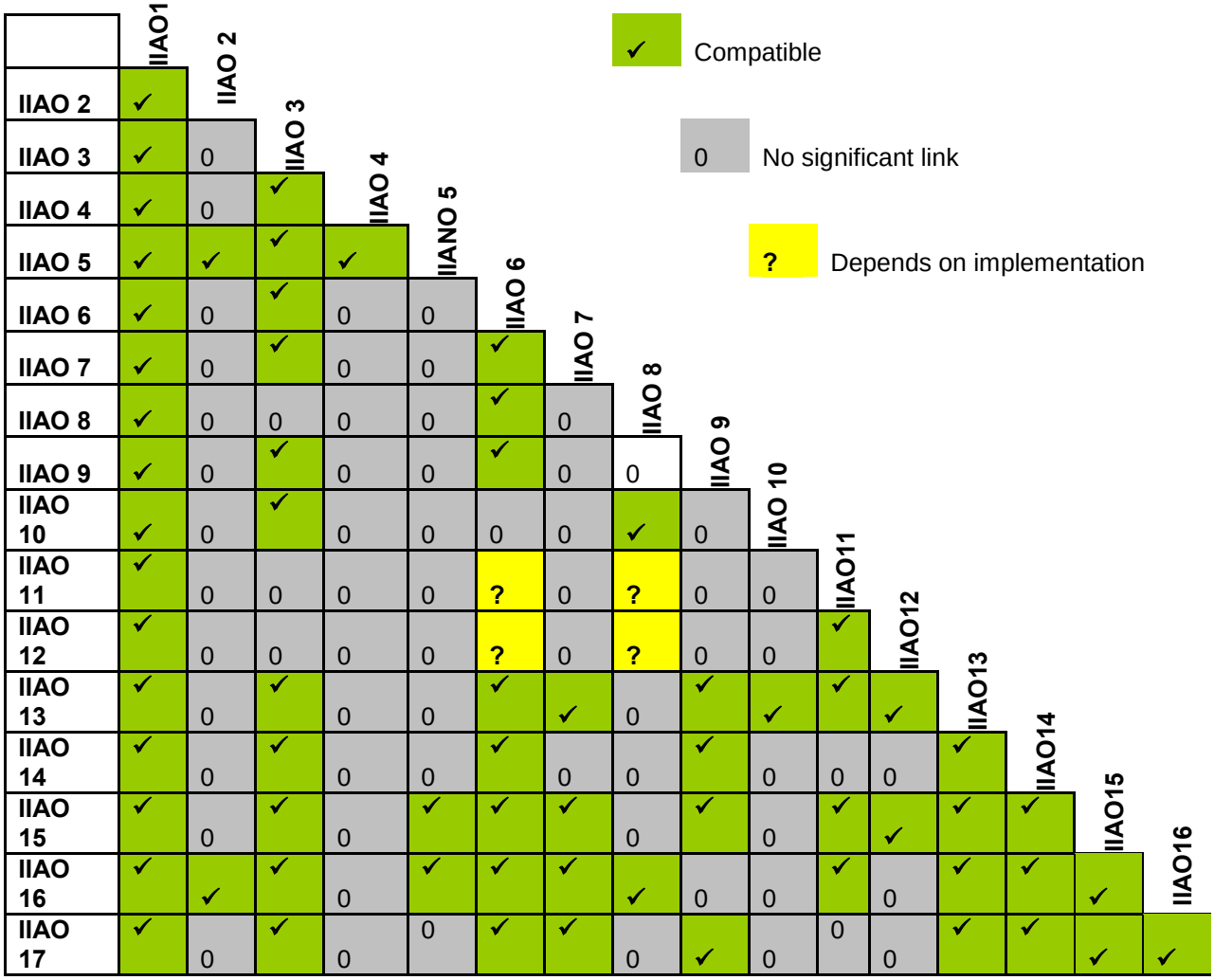
TABLE 5.1		
IIA Objective	**Questions to consider for assessment**	**Potential monitoring indicators**
	methods? Will it respect visual amenity and the spatial diversity of communities? Will it maintain or increase access to leisure, sporting, cultural and arts destinations and facilities? Will it improve leisure, sporting, cultural and arts provision?	Changes in numbers of listed buildings Number of scheduled ancient monuments at risk Number of conservation areas at risk Number of conservation areas with up-to-date appraisal/ management plans
IIAO13: **To protect and improve open spaces, green corridors and biodiversity**	Will it improve the quality and access to open spaces in areas of deficiency? Will it provide a range of play spaces for children and young people? Will it maintain, enhance and create green infrastructure assets and networks (e.g. green space, woodlands, public rights of way, open recreation and sports facilities) across the area? Will it help protect and improve biodiversity in the area overall and in particular avoid harm to species and habitats protected by International and UK law? Will it protect and enhance natural habitats and protect priority species? Will it encourage the creation of new habitats, including through the provision of additional open space and green roofs? Will it help achieve the Biodiversity Action Plan (BAP) targets? Will it protect and provide opportunities for creating/ enhancing/improving sites designated for their nature conservation value/geodiversity level (local and national levels?)	Change in quantity of open space (ha) Change in sites of importance for nature conservation Open space deficiency Deficiency in access to nature Protected trees lost No. of green roofs/facades Waterways created, restored, improved or enhanced
IIAO14: **To reduce vulnerability to flooding**	Will the development be in an area at risk of flooding? Will it minimise the risk of and from flooding to people and property? Will it protect and improve flood defences and allow them to be maintained? Will it promote the use of sustainable urban drainage systems?	Planning permissions granted contrary to Environment Agency advice Number of flooding incidents (including sewer flooding) Condition of any relevant flood defences Flood protection projects delivered as part of consents and otherwise

TABLE 5.1		
IIA Objective	**Questions to consider for assessment**	**Potential monitoring indicators**
IIAO15: **To provide everyone with the opportunity to live in a decent home**	Will it improve the supply of housing? Will it contribute towards increasing the range of housing mix, sizes, tenures and affordability, to meet the identified current and future needs of all social groups and local residents, including older households? Will it deliver 'healthy homes'? (e.g. in relation to warmth, overcrowding, noise and mental health?) Will it improve overall design quality, including flexibility of stock to enable it to evolve to meet changing needs?	Amount of homes in the opportunity area Percentage of households living in temporary accommodation Households in housing need Households on the housing register Households unintentionally homeless and in priority need Income to average house price ratio No. of families living in overcrowded properties Proportion of consents meeting lifetime homes criteria No of households in fuel poverty Noise levels
IIAO16: **To promote sustainable transport and minimise the need to travel by car**	Will it encourage development at locations that enable walking, cycling and/or the use of public transport and connected to local services and facilities? Will it reduce car use? Will it reduce the number and length of journeys undertaken by car? Will it reduce road traffic accidents? Will it improve public transport? Will it promote walking and cycling? Will it allow people with mobility problems or a disability to access buildings and places? Will it improve connections across the area to local services, facilities, places of employment and green infrastructure?	Estimated traffic flows per annum (mil.vehicle km) Transport related CO2 emissions The number of people killed or seriously injured in road traffic collisions Proportion of personal travel made on each mode of transport overall and by equality group

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

5.2. **Comparison of the IIA objectives**

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



	IIAO1	IIAO 2	IIAO 3	IIAO 4	IIANO 5	IIAO 6	IIAO 7	IIAO 8	IIAO 9	IIAO 10	IIAO11	IIAO12	IIAO13	IIAO14	IIAO15	IIAO16
IIAO 2	✓															
IIAO 3	✓	0														
IIAO 4	✓	0	✓													
IIAO 5	✓	✓	✓	✓												
IIAO 6	✓	0	✓	0	0											
IIAO 7	✓	0	✓	0	0	✓										
IIAO 8	✓	0	0	0	0	✓	0									
IIAO 9	✓	0	✓	0	0	✓	0	0								
IIAO 10	✓	0	✓	0	0	0	0	✓	0							
IIAO 11	✓	0	0	0	0	?	0	?	0	0						
IIAO 12	✓	0	0	0	0	?	0	?	0	0	✓					
IIAO 13	✓	0	✓	0	0	✓	✓	0	✓	✓	✓	✓				
IIAO 14	✓	0	✓	0	0	✓	0	0	✓	0	0	0	✓			
IIAO 15	✓	0	✓	0	✓	✓	✓	0	✓	0	✓	✓	✓	✓		
IIAO 16	✓	✓	✓	0	✓	✓	✓	✓	0	0	✓	0	✓	✓	✓	
IIAO 17	✓	0	✓	0	0	✓	✓	0	✓	0	0	0	✓	✓	✓	✓

5.3 Method of Assessment

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

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

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

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

5.3.3 The IIA is structured under the objectives in the IIA Framework, which incorporate topics in the SEA Directive. This provides a framework and structure to evaluate the likely significant effects of the AAP/OAPF policies against key topics. The appraisal also considers short, medium and long term effects Table 5.3 outlines the grouping structure for the assessment.

Policy themes	**Draft AAP Policies**
Vision and strategy	Vision - The best of central London… a better central London Strategy Plan objectives
Delivery	AAP 1: The Masterplan AAP 2: Site allocations AAP 3: Infrastructure and delivery
Social regeneration to revitalise neighbourhoods	AAP 4: Social regeneration to revitalise neighbourhoods
Quality affordable homes	AAP 5: Quality affordable homes
Strong local economy	AAP 6: Businesses and workspace – The Bow Tie AAP 7: Town centre, leisure and entertainment
Cleaner, greener, safer	AAP 8: Tall buildings strategy: The Stations and the Crossings AAP 9: Character and heritage AAP 10: Parks, streets and open spaces – The Greener Belt AAP 11: Cleaner, greener, safer
Healthy active lives	AAP 12: Healthy active lives
Best start in life	AAP 13: Best start in life
Sub Areas	**Draft AAP Sub Areas**
1 Mandela Way, Crimscott Street and Old Kent Road (North)	OKR1: Bricklayers Arms roundabout OKR2: Crimscott Street and Pages Walk OKR3: Mandela Way OKR4: Dunton Road (Tesco store and car park) and Southernwood Retail Park OKR5: Salisbury Estate Garages OKR6: 96-120 Old Kent Road (Lidl Store) OKR7: Former petrol filling station, 233-247 Old Kent Road OKR8: Kinglake Street Garages OKR9: 4/12 Albany Road
2 Cantium Retail Park and Marlborough Grove	OKR10: Land bounded by Glengall Road, Latona Road and Old Kent Road OKR11: Marlborough Grove and St James's Road OKR12: Former Southern Railway Stables
3 Sandgate Street, Verney Road and Old Kent Road	OKR13: Sandgate Street and Verney Road OKR14: 634-636 Old Kent Road OKR15: 684-698 Old Kent Road (Kwik Fit Garage)
4 Hatcham, Ilderton and Old Kent Road (South)	OKR16: Hatcham Road and Ilderton Road OKR17: South of Old Kent Road (760,812 and 840 Old Kent Road, Toysrus and Aldi stores) OKR18: Devon Street and Sylvan Grove
5 South Bermondsey	Strategic Protected Industrial Land (SPIL)

5.3.4. A summary appraisal commentary is provided in Section 7 to set out any significant effects identified along with suggestions for mitigation or enhancement to be made where relevant.

5.3.5. IIA is an assessment tool that helps to inform decision-making, it is not the sole basis for a decision. The Council will consider the findings of the IIA alongside the wider evidence base to inform the development of policy as well as help to determine which of the reasonable options should be progressed through the AAP/OAPF. This report clearly set out the reasons for the selection or rejection of options in plan-making in Section 6.

a. Health Impact Assessment

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

Table 5.3	
Children 0-16	Unemployed
Young Adults 16-25	Low Income
Adults 25-65	Homeless/Street Community
Older Adults 65+	Refugees and asylum seekers
People with alcohol and drug problems	Ethnic groups
People with long term illness	Learning difficulties
People with mental health problems	Physical disabilities
Residents	Carers
Visitors	People who experience domestic violence

b. Equalities Analysis

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

ii. The Equality Act 2010 outlines a number of “protected characteristics”, which are the groups of people or communities where the government feels that discrimination or unfair treatment could arise. The IIA will consider if there are any unintended consequences for some groups and if the policies will be fully effective for all target groups.

Table 5.4	
Age	A person belonging to a particular age (e.g. 32 year olds) or range of ages (e.g. 18-30 year olds).
Disability	A person has a disability if s/he has a physical or mental impairment which has a substantial and long-term adverse effect on that person's ability to carry out normal day-to-day activities.
Gender reassignment	The process of transitioning from one gender to another.
Marriage and civil partnership	In England and Wales marriage is no longer restricted to a union between a man and a woman but now includes a marriage between a same-sex couple. Same-sex couples can also have their relationships legally recognised as 'civil partnerships'. Civil partners must not be treated less favourably than married couples (except where permitted by the Equality Act).
Pregnancy and maternity	Pregnancy is the condition of being pregnant or expecting a baby. Maternity refers to the period after the birth, and is linked to maternity leave in the employment context. In the non-work context, protection against maternity discrimination is for 26

	weeks after giving birth, and this includes treating a woman unfavourably because she is breastfeeding.
Race	A group of people defined by their race, colour and nationality (including citizenship) ethnic or national origins.
Religion and belief	Religion has the meaning usually given to it but belief includes religious and philosophical beliefs including lack of belief (e.g. Atheism). Generally, a belief should affect your life choices or the way you live for it to be included in the definition.
Sex	A man or a woman.
Sexual orientation	Whether a person's sexual attraction is towards their own sex, the opposite sex or to both sexes.

Section 6 - Plan Options and Alternatives

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

6.1.1. Exploring the issues and options through community engagement, evidence base studies and the findings of the Scoping Report and subsequent consultation helped to guide the sustainability of the draft AAP policy options. Areas of concern identified at the scoping stages have led to development of the policies, objectives and indicators to address areas that had not been covered in sufficient detail.

6.2. What options have been considered and why?

6.2.1 The Old Kent Road has been a designated "action area" since the Southwark Plan was adopted in 2007, and our Core Strategy (2011) sets out a vision for how we will produce an area action plan to help guide and manage the evolution of the area to reach its potential. In January 2014 the GLA identified the Old Kent Road as a potential opportunity area in the draft Further Alterations to the London Plan and this designation was confirmed in March 2015.

6.2.2 Alongside the GLA, TfL and other partners we have worked together to build a strong evidence base which has helped to inform the options explored in the preparation of the AAP. The options were also explored with the Old Kent Road community forum, of which eleven workshops were held.

6.2.3 Throughout the plan preparation, TfL consulted on two potential routes for a Bakerloo Line tube extension from Elephant and Castle to Lewisham, either via Camberwell or via the Old Kent Road. TfL then confirmed the preferred route was via the Old Kent Road following consultation in 2015. The options below reflect the growth options for the opportunity area without a tube line and with a Bakerloo Line extension should this occur in 2030. Option B assumes the provision of two or three new tube stations to serve the area. The specific location of tube stations is also part of ongoing discussions.

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

Option A: Business as usual

6.2.5 This option considers how the area is expected to evolve without any significant intervention. The AAP therefore would need to evolve policies to fit the aspiration as an opportunity area but without any significant changes to existing policy designations and infrastructure. In this scenario the plan would come forward to deliver around 5,000 -10,000 new homes and the Bakerloo line extension would not be brought forward. The ability for the area to deliver additional jobs in this scenario may require incentive for change within the PIL's which may be difficult due to well established uses and land values unlikely to change significantly over the plan period. Existing uses in storage, distribution and warehousing sectors typically have a low floorspace to jobs ratio. Industrial sites are amore likely to remain in industrial use in this scenario whilst our evidence base suggests that the demand for industrial land is in decline.

6.2.6 In this scenario the provision of schools and health facilities and children's play space may be limited to improvements to existing facilities as a result of CIL collected from new development. Significant transport interventions such as the BLE would also have limited opportunity within this scenario and bus priority would be needed to support new development. The creation of new routes to support cycling and walking would also be limited as there would be less change to the structure of the street pattern through redevelopment and it is likely that private car will remain the dominant transport mode. Therefore, in this scenario, it will be more difficult to deliver better areas and improve public realm. There will also be less capacity to accommodate larger site allocations. For the same reasons, there would not be the opportunity to coordinate for larger areas Sustainable Urban Drainage Systems to help alleviate risks of flood.

Option B - High Growth

6.2.7 In this option, the Old Kent Road Opportunity Area would involve significant new homes, jobs, community, health and leisure facilities which will accompany the addition of two new underground stations as part of an extension to the Bakerloo Line. Key industrial areas will be retained and intensified while some industrial units and large retail warehouses would transition to mixed use neighbourhoods and a revitalised high street providing a high density scenario of around 20, 000 new homes and 10,000 new jobs.

6.2.8 The addition of 20,000 new homes would contribute significantly to the council's housing target and respond to housing needs for all housing types and tenures. Each development scheme would be expected to deliver 35% affordable homes.

6.2.9 Near to the tube stations and along the Old Kent Road, high density new employment space would be delivered such as offices and co-working space for small businesses. There would also be opportunities for small manufacturing, artists' studios and creative enterprises. Further away from the Old Kent Road, new employment space would be lower density and accommodate depots, distribution sheds and industrious workspace that requires better access for HGVs, vans and lorries. Workspaces would remain flexible so they can adapt to changing business needs over time and suit a variety of uses. Developments would be carefully designed to ensure businesses can function effectively and residents can live peacefully. Masterplans would ensure businesses can be clustered to strengthen commercial identity and foster a vibrant business community.

6.2.10 This option would also retain 26 hectares of land kept in industrial use and support these uses to be intensified to make more effective use of space. This would help increase the number of jobs in industrial use, make use of railway arches and continue to provide essential infrastructure such as waste facilities and electricity sub stations.

6.2.11 In a high growth scenario, it is anticipated that there will be considerable demands on the provision of new schools and health facilities. The AAP would encourage a coordinated approach to deliver these facilities in line with phased development. There are considerable opportunities in this scenario to attract new cultural and leisure facilities which would enhance the vitality and perception of the area as a cultural destination. In a high growth scenario, there would also be the possibility of encouraging a major educational institutional such as a University which would further provide more employment opportunities and create a thriving new community.

6.2.12 The Bakerloo Line extension and two or three new stations along Old Kent Road would significantly improve the accessibility of the area and provide rapid connection to the city and would support the delivery of the scale of development envisaged. There would be considerable improvements to the Old Kent Road highway, improving facilities for buses, pedestrians and cycle links, helping reduce the segregation of areas on either side of the road. Transport improvements would be integrated with public realm improvements to promote better linkages across the road and better facilities for same and convenient routes for pedestrians and cyclists. In a mixed use development, servicing for new employment uses will be an important component of the scheme design and reduce the impact of servicing and heavier traffic on adjoining residential development.

6.2.13 Through larger site allocation, meaningful new areas of public open space or green links could be delivered. Larger areas of sustainable Urban Drainage Systems (SUDS) would be coordinated in to help alleviate flood risks and provide amenity and biodiversity benefits. There would also be opportunity to support the development of a decentralised energy network to achieve a low carbon energy supply to the population.

6.2.14 Within option B there is the opportunity to develop a standard size building with all 18 sites being 15 stories as perimeter blocks with a monolithic development providing the 20,000 new homes but losing the opportunity to retain and provide new business space and 10,000 new jobs. There would also be daylight and sunlight issues and it would lack the opportunity to create new open spaces and provide new routes. Or there is the opportunity to develop a

Stations and Crossings approach with a variety in landscape and land use with the strategy to locate tall buildings to provide wayfinders and development space for residential homes above retail and a variety of types of businesses that will enable 20,000 new homes and 10,000 new jobs to be built. This type of development with clear guidelines would retain the traditional business space alongside opportunities for new business space, offices and homes to be developed whilst leaving the space for open spaces, public realm and other infrastructure.

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

6.3.1. The AAP has been prepared according to the principles outlined in Option B. There are considered to be more social, economic and environmental benefits in this scenario which will improve the health and wellbeing of communities. Whilst the scenario itself presents a number of challenges, the council considers the AAP can help guide and deliver redevelopment successfully.

6.3.2. The AAP would give confidence to the ability of the Old Kent Road to undergo a transformation that creates a new identity and position in central London. The provision of 20,000 new homes would significantly contribute to needs of a growing and diverse population, particularly the provision of affordable homes. The AAP would provide robust policies, and detailed guidance to coordinate development to achieve the best possible outcome for the benefit of local people. The AAP would address the challenges identified through new policies that would be less affected by uncertainty and potentially incompatible objectives. In this scenario it is anticipated that benefits will be seen in relation to levels of crime and deprivation, improved health of the population through better physical activity and better modes of transport, and less exposure to harmful pollutants and poor air quality. These benefits, along with improving social cohesion would positively impact on a wide range of equality groups. However to accommodate this level of development there are likely to be significant pressures on infrastructure and environmental considerations such as water consumption and waste management. Increased construction activity in the short to medium term could bring adverse environmental impacts affecting residential amenity and climate change.

6.3.3. Option B would ensure mixed use development can accommodate a range of new employment sectors and opportunities to the area, whilst ensuring existing businesses have the opportunity to be accommodated in redevelopment or relocated within the OA. The retention of industry in the area would be maximised by protecting and intensifying industrial land. The delivery of the high growth option would also need to include high density development including tall buildings, and the AAP needs to ensure the strategy for place-making, urban design and a high quality public realm supported by new green spaces and connections is strongly maintained.

Section 7 - Effects of the plan policies

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

7.1.1. The AAP/OAPF has strong objectives for improving the quality of the environment in Old Kent Road including fostering community cohesion, improving health and equal opportunities for all. The plan has been carefully prepared mindful of the potential impacts considered at options stages as outlined in the previous chapter. The Old Kent Road OA experiences relatively high levels of deprivation with poor health and crime as contributing factors. The OA is on the fringes of the CAZ and the functions of central London and extending these beneficial functions to the Old Kent Road will help to improve opportunities for new jobs, homes and infrastructure. Innovative mixed use development incorporating different business sectors will help to focus and reinforce networks of creative workspaces which contribute to the central London economy. The scope of the AAP/OAPF also brings the opportunity for increased funding from new development through changes to CIL charges. The BLE will play a major role in improving transport infrastructure in the area, and the vision for creating a revitalised high street, improving the street network and connections for walking and cycling will bring significant benefits to the OA. Improving access to green space, encouraging physical activity, less exposure to harmful pollutants and improved health and shopping facilities will help to improve deprivation, crime and poor health.

7.1.2. The policies in the AAP/OAPF seek to guide future development and set out the clear aspirations for the OA over the next 20 years. Detailed policies guide the strategy for homes, jobs, shopping, leisure, arts, culture, education, health, public realm, heritage, transport, sustainability and high quality design of buildings. The plan also describes how the objectives of revitalised neighbourhoods can be achieved in five character areas across the OA. Site allocations are also considered within the character areas, setting out the expected uses, design, supporting infrastructure, capacity and phasing. The full appraisal of the policy themes and sub areas are provided as **Appendix 5.**

7.1.3. The AAP/OAPF preparation has also been subject to a Mental Well-being Impact Assessment (MWIA) screening tool which has been designed to help people who are planning or providing policies, services, programmes or projects to begin to find out how they might make a difference to mental well-being. A wide range of potential long term and short-term impacts on the determinants of mental well-being have been identified by the screening and a range of equalities groups are considered. The screening report is provided as **Appendix 6**.

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

7.2.1. The plan generates major positive impacts relating to tackling poverty and encouraging wealth creation due to the large increase in the number and diversity of jobs in the area. These benefits will be seen in the short to medium term, with the long term effects anticipated to bring stronger benefits as the OA becomes increasingly incorporated into central London functions and increases opportunities to diversify the economy and increase the number of jobs available. This will improve opportunities for young people, unemployed people and low income groups through new apprenticeships and learning new skills, contributing to improving levels of deprivation in the area.

7.2.2. The provision of new homes will significantly improve supply and help to meet local needs across all tenures including private rented, homes for sale and affordable homes. The plan would also bring significant improvements to the quality of the townscape, particularly with the creation of a revitalised high street environment for the Old Kent Road, improved public realm, new connections for walking and cycling, high quality design of new buildings and new parks and green infrastructure. This would create a better quality environment in which people can live, work and visit and may particularly benefit accessibility for those with mobility problems, such as disabled or elderly people. It would also generate positive impacts in relation to reducing crime and the fear of crime, as new routes in mixed use neighbourhoods would increase footfall and security. This would benefit a number of groups particularly those who would be more vulnerable to crime and low income groups.

7.2.3. The plan also generates positive impacts for sustainable transport and major infrastructure improvements. There are strong links between improvements to sustainable transport modes and improving health. The BLE will have a major impact on public transport accessibility in the area in the long term, and improvements to surface transport including junctions will have positive effects for sustainable transport modes in the short to medium term. The creation of better crossing points on the Old Kent Road and pedestrian environment would help to reduce road traffic accidents and providing accessibility to essential services. Improvements to cycling and walking routes will encourage sustainable modes of transport, in turn improving air quality by reducing the need to travel by car. New attractive cycling and walking routes would have positive effects for health, promoting physically active lifestyles.

7.2.4. The opportunities for new and improved areas of open space will also bring positive effects in terms of improving public realm and air quality, which will have a beneficial health impact. Improvements to infrastructure such as education, health, cultural and community facilities will enhance accessibility to health and social facilities benefiting a wide range of groups. The integrated of sustainable urban drainage systems in new development would also help to reduce flooding in the long term, and improve opportunities for biodiversity and an attractive urban environment.

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

7.3.1. There will be some negative environmental impacts in the short term as a result of higher levels of construction. Increased construction traffic, methods of construction and embodied carbon emissions in demolition and construction could adversely contribute to climate change. Similarly construction traffic and methods could also adversely affect air quality in the short term, and improvements in public transport may not occur immediately. This could also affect the health of the population in the short term by the increase of noise, dust and disruption to active travel routes. The proposals for significant new development and population increase in the area will place additional pressure on waste facilities, including safe disposal, recycling and management of waste. There will also be increased demand for water and foul sewage disposal which could put increased pressure on the water and sewer network and water resources.

7.4. Uncertain impacts

7.4.1. The plan provides a positive strategy for growth however there are some impacts that may be uncertain at this stage. The plan encourages mixed use development and this will intensify land across the OA to provide high density development where a range of uses will be expected to be provided, along with key infrastructure improvements and open space. The plan encourages the retention of existing businesses and provides design guidance for the effective mixing of uses. This presents a challenge for new development, particularly if industrial uses are sited in close proximity to residential development. The servicing arrangements, public realm and practical functions for workspace will need to be carefully balanced in mixed use development. The provision of tall buildings will also need to be carefully designed and located to positively contribute to improvements to the public realm. Similarly new high density development will need to ensure heritage assets are appropriately conserved and enhanced in the public realm strategy.

7.4.2. The OA also has a number of existing community networks, including many religious groups and churches, and a diverse population. There may be a risk that community networks could be affected by redevelopment in the area if meeting places or cultural facilities are displaced by development.

7.5. Cumulative impacts

7.5.1. The SEA Directive requires an assessment of secondary, cumulative, and synergistic effects, which should be incorporated in the SA. Collectively these effects are called cumulative impacts. Cumulative effects arise, for instance, where several developments each have insignificant effects but together have a significant effect; or where several individual effects (e.g. noise, dust and visual) have a combined effect.

7.5.2. Synergistic effects interact to produce a total effect greater than the sum of the individual effects. Significant synergistic effects often occur as habitats, resources or human communities get close to capacity. For example, a wildlife habitat can become progressively fragmented with limited effects on a particular species until the last fragmentation makes the areas too small to support the species at all.

7.5.3. The cumulative impact of policies with a minor negative or uncertain impact could result in a major negative impact overall. It is difficult to assess the extent of such impacts at this stage in the process, however by grouping sites within character areas informed by masterplanning studies cumulative effects are reflected in the assessment. Providing that suitable mitigation measures are applied to individual proposals it is considered that the potential negative impacts will remain minor and, with the development of new technologies and regulations, could even be reduced further over time. Cumulative impacts may also be positive – for example several minor positive impacts on open space and biodiversity could lead to a major positive impact for the area as a whole.

7.5.4. The cumulative impacts of the policies will need to be kept under review through the monitoring process and assessment of planning applications to measure the success of implementing the policies and inform any amendments that may be needed to policies and guidance.

7.6. Proposed Mitigation

7.6.1. Where the SA identified potential shortcomings of particular policies, mitigation measures are proposed to help off-set the negative impacts. Many of these mitigation measures are policy requirements in either the emerging New Southwark Plan where some of the negative impacts will be mitigated.

7.6.2. Whilst there may be short term negative environmental effects relating to construction in the OA, the longer term effects could have more positive impacts. For example, redevelopment of existing industrial and retail land would present the opportunity to employ more sustainable building techniques and enable long term carbon savings. There would also be opportunities to include renewable energy in new developments, good insulation in homes and harvest rainwater. This could help create more positive impacts for climate change in the future. In relation to the demand for water, efficiency of water resources would be encouraged in new schemes. Southwark will shortly publish an Integrated Water Management Strategy prepared with Thames Water and the GLA for the opportunity area to manage future demand.

7.6.3. It is anticipated that additional jobs will be provided within the OA. The AAP retains some strategic industrial land to ensure industrial functions are maintained and additional space in railway arches can be utilised. Retaining the quantum of employment space on allocation sites with premises configured to different sectors will also help to maintain business networks and provide purpose-built space.

7.6.4. In relation to community space, the AAP provides many opportunities to replace, enhance and expand community and cultural functions, which will be an integral part of the place-making strategy. The implementation of the AAP will ensure high quality development is delivered across the OA, encouraging sites to consider wider considerations to achieve the aspirations of the plan, including new green spaces, connecting routes and high quality new buildings. Disruption to communities will also be mitigated by a social regeneration approach to ensure existing residents can access the opportunities created by regeneration and supporting full engagement in the planning process.

7.7. Uncertainties and Risks

7.7.1. The conclusions that were reached in undertaking the IIA of the Old Kent Road Area Action Plan policies were a result of qualitative (i.e. subjective) judgement by planning professionals within the council. In addition, predicting the outcome of a potentially complex mix of social,

economic and environmental factors is an inherently difficult task to undertake, and can only be undertaken on the basis of the background data that is available.

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

Section 8 – Implementation

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

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

8.2. How will the plan be implemented?

8.2.1. We will ensure the AAP is implemented by working with local communities, businesses developers, Lewisham council, GLA, TFL and other partners but also explore joint governance arrangements with our partners to reflect the commitment to supporting growth.

8.2.2. Implementation of the AAP policies will be achieved through our development management function when we make decisions on planning applications. We will work with landowners and developers to ensure schemes make effective use of land across the OA and consider the wider context. We will use the council's delivery programmes to help deliver new council homes and using our compulsory purchase powers where necessary to ensure that land is made available for development where it is needed to deliver the AAP vision and policies.

8.2.3. Our Statement of Community Involvement (SCI) sets out how and when the community will be involved in preparing planning policy documents and in making decisions on planning applications.

8.2.4. Development should not be permitted unless essential infrastructure (social infrastructure such as schools, health and other community facilities; physical infrastructure such as transport and utilities; green infrastructure such as parks and open spaces) can be completed prior to occupation of the new development.

8.2.5. We will use S106 planning obligations/CIL to overcome negative impacts of development and to make sure that infrastructure needed to support development is provided. Through implementing this SPD and collecting CIL we will secure financial contributions to mitigate the impacts of development. We have also undertaken a review of the CIL in the OA to maximise funding available for infrastructure and will review the CIL regularly to ensure it reflects changing values.

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

8.3.1. Figure 8.1 demonstrates the various tiers of planning at national, regional, borough and local levels. The National Planning Policy Framework updates the approach to plan making by simplifying the process and returning to a system of Local Plans.

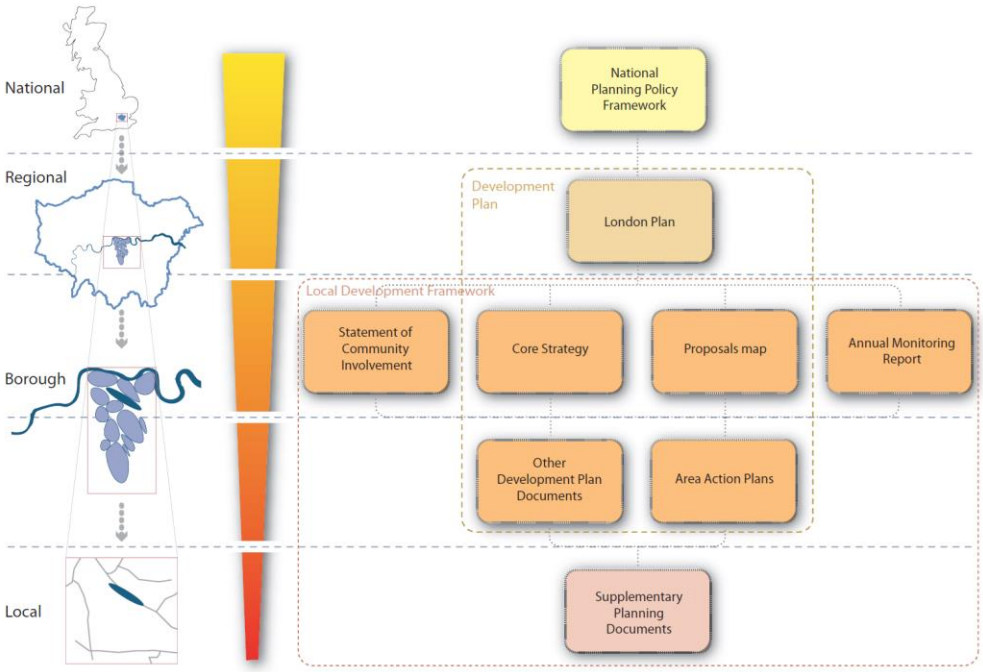


Figure 8.1

8.4. Proposals for monitoring

8.4.1. It is important that the plan is monitored to keep track of whether it is working in the way it should. The most appropriate way to monitor the area action plan is through the Local Development Framework Authority's Monitoring Report (AMR). The AMR monitors the type of development that is occurring as a result of all of the council's planning policies and guidance and what effects this development is having in terms of sustainability. Where new indicators have been identified, through the IIA process, these will be added to the AMR. The AAP sets out a monitoring framework to ensure new development meets the objectives of the plan. These indicators will be added to our AMR once the AAP is adopted.

8.4.2. The council has also been carrying out a project on enhancing the impact of planning policy on health outcomes. This has developed an enhanced evidence base to inform and monitor the Old Kent Road policies. The approach to the project has been informed by the Mental Well-being Impact Assessment screening.

DRAFT OLD KENT ROAD AAP/OAPF Integrated Impact Assessment Appendices

No.	Title
Appendix 1	Scoping report consultation summary
Appendix 2	The SEA Directive Requirements
Appendix 3	Relevant Plans, Strategies and Programmes
Appendix 4	IIA Appraisal of the AAP options
Appendix 5	IIA Appraisal of the AAP policies
Appendix 6	Mental Well-being Impact Assessment Screening

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

The scoping report set out the current baseline data and information for the opportunity area including environmental, social and economic matters relevant to the area which are likely to be affected by the Old Kent Road Area Action Plan/Opportunity Area Planning Framework (AAP/OAPF). The report also established a framework for undertaking the IIA and set out the sustainability, health and equalities objectives, decision making criteria and potential indicators that are used to assess the impacts of the AAP/OAPF.

Consultation took place on the scoping report between **12 February 2016** and **18 March 2016** and this document reports on the responses received and how these have been incorporated into the preparation of the Interim IIA.

The following statutory consultees were consulted on the scoping report:

Historic England
Environment Agency
Natural England (no response received)

The following individuals and organisations provided comments on the scoping report:

Highways England
Heiko Steinmann
Old Kent Road People
Thames Water
TFL Taxi and Private Hire
TFL Borough Planning
Richard Lee
Scotia Gas Networks
Southwark Studios
Cass Cities
Jeremy Leach
Friends of Burgess Park

Summaries of comments and council's response

The following table summarises responses by relevant sections/topics of the scoping report and provides the council's response. Many of the comments have been considered and incorporated into the IIA, particularly regarding the key environmental, health and equality issues and the role and criteria for the IIA objectives. Respondents have been added to our consultation database where requested.

The Scoping Report outlined the existing baseline information for the area by which future changes can be monitored and assessed. Strong analytical data has been prepared alongside the issues and options informal stages of preparation in the form of evidence base documents. The findings of these documents as they have evolved have been well communicated with local people through community forums and business consultations. The evidence base has continually evolved to inform the plan progress and will be published alongside the draft AAP.

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

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

		rented. The needs for the opportunity area in terms of education and health facilities will be carefully considered in the plan.
CASS Cities	The extent of the baseline information is not adequate for the scope of the area in question and does not have consistent boundaries which can be accurately compared to the Opportunity Area. The use of specific examples is not considered to be fair or representative of the OA.	The Scoping Report acknowledges limitations in data, gaps and encourages continuous review and updates. Different boundaries are a necessary limitation of the available data but the areas referred to from each data source are noted in the scoping report for clarity. Significant planning applications are considered to be relevant to understanding current development trends in the area.
CASS Cities	Has there been any further study into potential population growth after the implementation of the AAP and the extension of the Bakerloo Line to the Old Kent Road?	Population estimates based on the growth options are considered in the IIA and the AAP in terms of meeting future needs.
CASS Cities	Mosaic data does not correlate with the census data and presents a misleading picture of the demographic of the Opportunity Area.	The mosaic household index has been used as a broad indicator of socio-economic conditions in which people live with the limitations recognised and hence a cross-check provided with other indicators in the report.
CASS Cities	Growth in churches and art galleries/studio space are clustered around the north side of the OA, nearer the Central Activity Zone. Will the council commit to expanding civic space in line with population growth?	The provision of cultural space to support a larger population and contribute to place-making in the AAP is an important component of the plan.
Richard Lee	No evidence is provided on the impact and viability of an extension to the Bakerloo Line.	The impacts of the options for transport infrastructure including the BLE are considered in the IIA.

Richard Lee CASS Cities	Evidence on industrial activity does not make use of the GLA/Southwark Employment Study 2015 and it has not been made public. Summary statements seem to show a lack of understanding about the existing economic make-up of the area and do not align with the findings of the GLA report.	The evidence base has been continually prepared throughout the issues and options informal consultation to inform the plan and will be published alongside the draft plan. The early findings of the evidence base has been consistently presented to the community forum/businesses and provided a forum for discussion and evolution of the documents (e.g. Place-making study, characterisation study, employment strategy). The LBS/GLA Employment Study and University studies give a detailed picture of the existing economy and employment uses in the area at the present time and this is reflected in the IIA. Many of the trends in economic change anticipated in the area are outlined in our Employment Land Review and emerging Employment Strategy for the OKR which has been used to inform the plan.
CASS Cities	SME's are a key component of Southwark's economy. Will the Council commit to expanding all types of space required to accommodate SMEs?	The council is developing policies in the New Southwark Plan and the OKR AAP to support the large proportion of SME businesses in the OA. The inclusion of existing businesses in redevelopment in sectors which are currently thriving will be encouraged.
Southwark Studios	Although the importance of workspace providers is noted there are not yet recommendations, protections or suggestions as to how to keep creative workspace providers in the area as redevelopment occurs.	The scoping report identifies the current baseline data for the area. However it will be a key part of the plan to ensure cultural facilities and provision of workspace for small businesses and creative industries can participate in regeneration opportunities.
Historic England	The design and heritage section should briefly and consistently summarise the historic significance of the heritage assets and their sensitivities. There are a number of points within the baseline summary	The AAP includes detailed policies relating to design and heritage, written in conjunction with our design and conservation team recommendations to inform all mitigated and potential impacts. The Characterisation

	which need to be further clarified. We would recommend that the development of the scoping should seek to identify the potential for impact on heritage assets over a wider area based on the potential impact for taller development proposed within the area.	Study part of the evidence base provides extensive detail and analysis of the history and composition of the Old Kent Road OA. The findings of this study and a more comprehensive analysis of the existing heritage baseline is included in the IIA.
Environment Agency	We consider the Integrated Impact Assessment objectives and indicators appropriate. Southwark SFRA was prepared in 2008; therefore there is need for review to incorporated changes in the national planning policy.	Southwark is preparing an updated SFRA due to be published shortly (mid 2016). This can be used to review flood risk management in the future development of the AAP. AAP policies will encourage management of flood risk and the incorporation of SUDS.
Scotia Gas Networks	The OKR AAP should re-evaluate the existing allocation for the gasworks site.	The gasworks site is included in the OA and will be considered in the AAP.
Water efficiency and management		
Thames Water	Development within the Old Kent Road area could impact on water supply and sewerage infrastructure. An IWMS should be commissioned to highlight the long term infrastructure requirements for water demand and drainage in the AAP area. The water mains referred to in section 3.4.30 provide clean water and are not part of the sewerage network.	Policies in the AAP/OAPF will encourage the efficient use of water resources, sustainable reuse of water and encourage the delivery of SUDS and rainwater harvesting. Southwark is exploring the opportunities for an Integrated Water Management Strategy with Thames Water and the GLA for the opportunity area to manage future demand. Correction noted.
Transport		
TFL Taxi and private hire	Taxi and private hire vehicles should be included in the consideration for the AAP, particularly in terms of provision of taxi ranks and set down/pick up facilities benefiting disabled and elderly members of the public.	New development will be required to provide appropriate servicing and taxi drop off points particularly for development such as new hotels or large scale retail development. There may be opportunities to incorporate taxi ranks in the development of the underground stations and this can be a part of the detailed considerations for the stations at a later stage of the plan period.

CASS Cities	The OA is not particularly well served by existing underground stations and PTAL ratings are lower than outlined in the scoping report.	The scoping report gives a wider analysis of transport connections in the area however it is agreed the Elephant and Castle underground station has limited ability to service the whole of Old Kent Road and the PTAL ratings are lower in some parts of the OA particularly towards the south. This has been updated and reflected in the IIA.
Friends of Burgess Park	What does the council and local people actually want to achieve, what big, key beneficial changes. One proposal would be for the OKR to transferred into a tunnel, it has a major negative impact on the area. Air pollution levels are extremely high should any housing or schools be near the OKR as it currently is?	Noted. The introduction of the BLE would introduce positive impacts on air pollution and sustainability for the area.
TFL Borough Planning	Support for transport interventions encouraging safer walking and cycling which has positive effects on equalities health and the environment.	Noted.
Green space		
CASS Cities	CASS Cities research shows the OKR area to be above the London average for green space rather than under-served as reflected in the scoping report.	The open space baseline information refers to the Southwark Open Space Strategy sub-area rather than ward data, in which the proximity of Burgess Park is recognised. The Cass study area has been drawn to include the park, but excludes other neighbourhoods served by the park so may not be fully representative.
Jeremy Leach	The low provision of green space in the area demonstrated innovative ways need to be found to create useable and accessible open space in the OKR area.	Noted and will be evolved through policies in the AAP.

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

Jeremy Leach Historic England Environment Agency		identified in Table 4.1 however some points have been further clarified or added.
Methodology		
CASS Cities	How does the system of symbols employed to represent findings help in the decision making process?	The identification of major and minor impacts is good sustainability appraisal practice and allows reasonable alternatives to be understood and the reasons for choosing a preferred option explained. The findings across objectives are not compared quantitatively. The IIA gives further qualitative analysis of options and policies when measured against the objectives.
IIA Objectives (Table 5.1)		
TFL Borough Planning Richard Lee CASS Cities Jeremy Leach Historic England Environment Agency Friends of Burgess Park	A broad range of new questions and additional monitoring measures were suggested.	A broad range of new questions and additional monitoring measures have been added to Table 5.1 in the IIA where this is considered appropriate. The questions to consider in Table 5.1 are intended to help those carrying out the assessment and the report reader to interpret the IIA objectives as they apply to the subject matter of the AAP. They are not exhaustive. We can therefore consider the suggested additional questions whilst carrying out the assessment where they relate to the scope of options and policies under consideration and where assumptions can be drawn from the evidence base.
CASS Cities	The IIA objectives thoroughly highlight the issues that face any area challenged with projecting a future for itself, but do not appear to be particularly tailored towards the Old Kent Road.	The objectives do represent issues in common with other areas but the pertinent data in the baseline, emerging studies and consultation are considered in more detail in the IIA to understand local issues.

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

DRAFT OLD KENT ROAD AAP/OAPF Integrated Impact Assessment Appendices

No.	Title
Appendix 1	Scoping report consultation summary
Appendix 2	The SEA Directive Requirements
Appendix 3	Relevant Plans, Strategies and Programmes
Appendix 4	IIA Appraisal of the AAP options
Appendix 5	IIA Appraisal of the AAP policies
Appendix 6	Mental Well-being Impact Assessment Screening

The Strategic Environmental Assessment Regulations 2004 requirements checklist

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

plan or programme including, in particular, those relating to any areas of a particular environmental importance, such as areas designated pursuant to Directives 2009/147/EC (Conservation of Wild Birds) and 92/43/EEC (Habitats Directive).	in Table 2.1 of the IIA - Scoping stage.
e) The environmental protection objectives, established at international, Community or national level, which are relevant to the plan or programme and the way those objectives and any environmental considerations have been taken into account during its preparation.	Stages A-B as described in Table 2.1 of the IIA.
f) The likely significant effects on the environment, including on issues such as biodiversity, population, human health, fauna, flora, soil, water, air, climatic factors, material assets, cultural heritage including architectural and archaeological heritage, landscapes and the interrelationship between the above factors. These effects should include secondary, cumulative, synergistic, short, medium and long-term permanent and temporary, positive and negative effects.	Stage B as described in Table 2.1 of the IIA. (Section 6 of the IIA).
g) The measures envisaged to prevent, reduce and as fully as possible offset any significant adverse effects on the environment of implementing the plan or programme.	Stages B-C as described in Table 2.1 of the IIA. (Sections 6 and 7 of the IIA).
h) An outline of the reasons for selecting the alternatives dealt with, and a description of how the assessment was undertaken including any difficulties (such as technical deficiencies or lack of know-how) encountered in compiling the required information.	Stages A-C as described in Table 2.1 of the IIA. (Scoping and Sections 6 and 7 of the IIA).
i) A description of measures envisaged concerning monitoring in accordance with regulation 17.	Stages A-C as described in Table 2.1 of the IIA. (Scoping and Section 8 of the IIA).
j) A non-technical summary of the information provided under the above headings.	Stage C as described in Table 2.1 of the IIA. (Non-technical summary of the IIA).
Consultation procedures (regulation 13)	Stages A-D as

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.	described in Table 2.1 of the IIA.
Information as to adoption of plan or programme (regulation 16) As soon as reasonably practicable after the plan or programme is adopted, the consultation bodies, the public and the Secretary of State (who will inform any other EU Member States consulted) shall be informed and the following made available: • the plan or programme adopted • the environmental report • a statement summarising: (a) how environmental considerations have been integrated into the plan or programme; (b) how the environmental report has been taken into account; (c) how opinions expressed in response to: (i) the invitation referred to in regulation 13(2)(d); (ii) action taken by the responsible authority in accordance with regulation 13(4), have been taken into account; (d) how the results of any consultations entered into under regulation 14(4) have been taken into account; (e) the reasons for choosing the plan or programme as adopted, in the light of the other reasonable alternatives dealt with; and (f) the measures that are to be taken to monitor the significant environmental effects of the implementation of the plan or programme. (regulation 16)	Stage E as described in Table 2.1 of the IIA (to follow).
Monitoring of implementation of plans or programmes (regulation 17)	Stage E as described

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).	in Table 2.1 of the IIA (to follow).

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APPENDIX 3

RELEVANT PLANS, STRATEGIES AND PROGRAMMES

Global

Plan, Strategy or Programme	Summary of objectives and targets
WHO Age-friendly Cities Guide (2007)	The WHO Age-friendly Cities Guide highlights eight domains that cities and communities can address to better adapt their structures and services to the needs of older people: the built environment, transport, housing, social participation, respect and social inclusion, civic participation and employment, communication, and community support and health services.

European

Plan, Strategy or Programme	Summary of objectives and targets
EU Biodiversity Strategy to 2020 (2012)	The European Commission adopted an ambitious new strategy to halt the loss of biodiversity and ecosystem services in the EU by 2020. There are six main targets, and 20 actions to help Europe reach its goal. Biodiversity loss is an enormous challenge in the EU, with around one in four species currently threatened with extinction and 88% of fish stocks over-exploited or significantly depleted. The six targets cover: • Full implementation of EU nature legislation to protect biodiversity • Better protection for ecosystems, and more use of green infrastructure • More sustainable agriculture and forestry • Better management of fish stocks • Tighter controls on invasive alien species • A bigger EU contribution to averting global biodiversity loss The new Biodiversity Strategy follows on from the 2006 Biodiversity Action Plan.
EU Biodiversity Action Plan (2006) and 2010 Assessment	The EU Biodiversity Action Plan addresses the challenge of integrating biodiversity concerns into other policy sectors in a unified way. It specifies a comprehensive plan of priority actions and outlines the responsibility of community institutions and Member Sates in relation to each. It also contains indicators to monitor progress and a timetable for evaluations. The European Commission has undertaken to provide annual reporting on progress in delivery of the Biodiversity Action Plan. A baseline report was prepared in 2010 to take stock of the 2006 Biodiversity Action Plan and assess the impact it has had on Europe's biodiversity. The report produced by the European Environment Agency, provides the latest facts and figures on the state and trends of different biodiversity and ecosystems components in the EU.
European Landscape Convention (ratified by the UK Government in 2006)	The European Landscape Convention (ELC) is the first international convention to focus specifically on landscape, and is dedicated exclusively to the protection, management and planning of all landscapes in Europe. The ELC was signed by the UK government on 24 February 2006, ratified on the 21 November 2006, and became binding on 1 March 2007. The convention highlights the need to recognise landscape in law, to develop landscape policies dedicated to the protection, management and creation of landscapes, and to establish procedures for the participation of the general public and other stakeholders in the creation and implementation of landscape policies. It also encourages the integration of landscape into all relevant areas of policy, including cultural, economic and social policies

Plan, Strategy or Programme	Summary of objectives and targets
EU Sustainable Development Strategy 2002 (revised 2006) (reviewed 2009)	The overall aim of the EU Sustainable Development Strategy is to identify and develop action to enable the EU to achieve a continuous long-term improvement of quality of life through the creation of sustainable communities able to manage and use resources efficiently, able to tap the ecological and social innovation potential of the economy and in the end able to ensure prosperity, environmental protection and social cohesion
EU Directives	
Air Quality Directive 2008/50/EC	This Directive is on ambient air quality and cleaner air for Europe and includes the following key elements: • The merging of most of existing legislation into a single directive (except for the fourth daughter directive) with no change to existing air quality objectives* • New air quality objectives for PM2.5 (fine particles) including the limit value and exposure related objectives – exposure concentration obligation and exposure reduction target • The possibility to discount natural sources of pollution when assessing compliance against limit values • The possibility for time extensions of three years (PM10) or up to five years (NO2, benzene) for complying with limit values, based on conditions and the assessment by the European Commission. * *Framework Directive 96/62/EC, 1-3 daughter Directives 1999/30/EC, 2000/69/EC, 2002/3/EC, and Decision on Exchange of Information 97/101/EC.*
Assessment and Management of Environmental Noise (END Directive 2002/49/EC)	The Environmental Noise Directive or END concerns noise from road, rail and air traffic and from industry. It focuses on the impact of such noise on individuals, complementing existing EU legislation which sets standards for noise emissions from specific sources. The Directive requires: • the determination of exposure to environmental noise, through noise mapping • provision of information on environmental noise and its effects on the public • adoption of action plans, based upon noise mapping results, which should be designed to manage noise issues and effects, including noise reduction if necessary • preservation by the member states of environmental noise quality where it is good. The Directive requires mapping and action planning in relation to noise from major roads, major railways, major airports and in agglomerations (large urban areas).
Conservation on Natural Habitats and of Wild Fauna and Flora (Directive 92/43/EEC)	The main aim of this Directive is to promote the maintenance of biodiversity, taking account of economic, social, cultural and regional requirements. While the Directive makes a contribution to the general objective of sustainable development; it ensures the conservation of a wide range of rare, threatened or endemic species, including around 450 animals and 500 plants. Some 200 rare and characteristic habitat types are also targeted for conservation in their own right
Conservation of Wild Birds Directive 2009/147/EC	This Directive ensures far-reaching protection for all of Europe's wild birds, identifying 194 species and sub-species among them as particularly threatened and in need of special conservation measures.
Energy Performance of Buildings (EU Directive 2002/91/EC)	The objective of this Directive is to promote the improvement of the energy performance of buildings within the Community, taking into account outdoor climatic and local conditions, as well as indoor climate requirements and cost effectiveness considering; This Directive lays down requirements as regards : (a) the general framework for the energy performance of buildings; (b) the application of minimum requirements on the energy performance of new buildings; (c) the application of minimum requirements on the energy performance of large existing buildings that are subject to major renovation; (d) energy certification of buildings; and (e) regular inspection of boilers and of air-conditioning systems in buildings and in addition an assessment of the heating installations in which boilers are more than 15 years old.
Environmental Impact Assessment (EIA)	The newly amended Environmental Impact Assessment (EIA) Directive (2014/52/EU) entered into force on 15 May 2014 to simplify the

Plan, Strategy or Programme	Summary of objectives and targets
Directive (2014/52/EU)	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 and coordinated measures to reduce this flood risk. This Directive also reinforces the rights of the public to access this information and to have a say in the planning process.
Groundwater Directive (EU Directive 2006/118/EC)	This Directive establishes specific measures as provided for in Article 17(1) and (2) of Directive 2000/60/EC in order to prevent and control groundwater pollution. These measures include in particular: (a) criteria for the assessment of good groundwater chemical status; and (b) criteria for the identification and reversal of significant and sustained upward trends and for the definition of starting points for trend reversals. This Directive also complements the provisions preventing or limiting inputs of pollutants into groundwater already contained in Directive 2000/60/EC, and aims to prevent the deterioration of the status of all bodies of groundwater.
Landfill Directive 1999/31/EC	The objective of the Directive is to prevent or reduce as far as possible negative effects on the environment from the landfilling of waste, by introducing stringent technical requirements for waste and landfills. The Directive is intended to prevent or reduce the adverse effects of the landfill of waste on the environment, in particular on surface water, groundwater, soil, air and human health.
Promotion of the use of Biofuels or other Renewable Fuels for Transport (EU Directive 2003/30/EC)	Objective to promote the use of bio-fuels or other renewable fuels to replace diesel or petrol for transport purposes in each Member State, with a view to contributing to objectives such as meeting climate change commitments, environmentally friendly security of supply and promoting renewable energy sources
Renewable Energy (EU Directive 2009/28/EC)	The Directive on renewable energy sets ambitious targets for all Member States, such that the EU will reach a 20% share of energy from renewable sources by 2020 and a 10% share of energy specifically in the transport sector. It also improves the legal framework for promoting renewable electricity, requires national action plans that establish pathways for the development of renewable energy sources including bio-energy, creates cooperation mechanisms to help achieve the targets cost effectively and establishes the sustainability criteria for bio-fuels.
Strategic Environmental Assessment (SEA Directive 2001/42/EC)	Requires the formal Strategic Environmental Assessment (SEA) of certain plans and programmes that are likely to have significant effects on the environment. An SEA is mandatory for plans/programmes which are: • are prepared for agriculture, forestry, fisheries, energy, industry, transport, waste/ water management, telecommunications, tourism, town & country planning or land use and which set the framework for future development consent of projects listed in the EIA Directive, or • have been determined to require an assessment under the Habitats Directive.
Urban Waste Water Directive (91/271/EEC)	The Council Directive 91/271/EEC concerning urban waste-water treatment was adopted on 21 May 1991. Its objective is to protect the environment from the adverse effects of urban waste water discharges and discharges from certain industrial sectors (see Annex III of the Directive) and concerns the collection, treatment and discharge of Domestic waste water, Mixture of waste water and Waste water from certain industrial sectors (see Annex III of the Directive)
Waste Framework Directive (2008/98/EC)	To set up a system for the co-ordinated management of waste within the European Community in order to limit waste production. Member states must promote the prevention, recycling and conversion of wastes with a view to their reuse.

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

National

Plan, Strategy or Programme	Summary of objectives and targets
Legislation	
Air Quality Standards Regulations (2010)	These regulations transpose into English law the requirements of Directives 2008/50/EC and 2004/107/EC on ambient air quality
Building Regulations: England and Wales (Part L1A – Conservation of Fuel and Power, 2010 and 2013) and (Part G Sanitation, hot water safety and water efficiency, 2015) and Part H Drainage and waste disposal, 2015)	Part L – Conservation of fuel and power The legal framework and Approved Documents for Part L (Conservation of fuel and power) were last revised by amendments that came into effect in 2013 and 2014. DCLG has published: The 2013 edition of Approved Document L1A, Conservation of fuel and power in new dwellings, is the current edition for use in England. It came into effect on 6 April 2014 and replaces the 2010 edition (incorporating further 2010 amendments). Part G (Sanitation, hot water safety and water efficiency)The 2015 edition contains changes to the water efficiency requirements. In particular, it introduces an optional requirement of 110 litres/person/day where required by planning permission, and an alternative fittings-based approach to demonstrating compliance. It also includes the water-efficiency calculation methodology for new dwellings, approved by the Secretary of State. This edition incorporates previous amendments. It replaces the 2010 edition of Approved Document G, as amended. The changes reflect amendments to regulations 36 and 37 of the Building Regulations 2010 and regulation 20 of the Building (Approved Inspectors) Regulations 2010. There has been no amendment to the requirements in Part G of Schedule 1 to the Building Regulations 2010. Part H (Drainage and waste disposal) The 2015 edition of Approved Document H (Drainage and Waste Disposal) contains changes to guidance on waste disposal. It also incorporates previous amendments. The 2015 edition takes effect on 1 October 2015 for use in England*. The 2002 edition, as amended, will continue to apply to work started before 1 October 2015 or work subject to a building notice, full plans application or initial notice submitted before that date.
Climate Change Act (2008)	The Climate Change Act creates a new approach to managing and responding to climate change in the UK, by: • setting ambitious, legally binding targets • raking powers to help meet those targets • strengthening the institutional framework • enhancing the UK's ability to adapt to the impact of climate change • establishing clear and regular accountability to the UK Parliament and to the devolved legislatures
Community Infrastructure Levy Regulations (2010) (as amended)	The Community Infrastructure Levy (the levy) came into force in April 2010. It allows local authorities in England and Wales to raise funds from developers undertaking new building projects in their area. The money can be used to fund a wide range of infrastructure that is needed as a result of development. This includes new or safer road schemes, flood defences, schools, hospitals and other health and social care facilities, park improvements, green spaces and leisure centres.
Civil Contingencies Act 2004 (CCA)	Legislation that aims to provide a single framework for civil protection. The Act and accompanying non-legislative measures, delivers a single framework for civil protection in the country. The National Flood and Coast Erosion Management Strategy (July 2011) require communities to prepare flood action plans and link with the Cabinet Office's initiative to develop wider community resilience to threats and hazards. Part 1 of the Act and supporting Regulations and statutory guidance establish a clear set of roles and responsibilities for

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

Plan, Strategy or Programme	Summary of objectives and targets
Equality Act (2010)	This act replaced previous anti-discrimination laws with a single act to make the law simpler and to remove inconsistencies. This makes the law easier for people to understand and comply with. The act also strengthened protection in some situations. The act covers nine protected characteristics, which cannot be used as a reason to treat people unfairly. Every person has one or more of the protected characteristics, so the act protects everyone against unfair treatment. The protected characteristics are: • Age • Disability • gender reassignment • marriage and civil partnership • pregnancy and maternity • race • religion or belief • sex • sexual orientation
Flood and Water Management Act (2010)	This Act provides a more comprehensive management of flood risk for people, homes and businesses, protects water supplies to the consumer and helps safeguard community groups from unaffordable rises in surface water drainage charges. The Act introduces into law the concept of flood risk management rather than 'flood defence' and provides the framework for delivery of flood and coastal erosion risk management through national and local risk strategies. The Act establishes a SuDS approving body (SAB). The SAB will have responsibility for the approval of proposed drainage systems in new developments and redevelopments (in accordance with National Standards for Sustainable Drainage). The Act requires Lead Local Flood Authorities (LLFA's) to maintain a register and record important flood risk management strategies and to investigate flooding to determine which authority has responsibility.
London Squares Preservation Act, 1931	This act identifies a London Squares which are to be provided protection from development.
Natural Environment White Paper (2011)	The Natural Environment White Paper recognises that a healthy natural environment is the foundation of sustained economic growth, prospering communities and personal wellbeing. It sets out how the value of nature can be mainstreamed across our society by facilitating local action; strengthening the connections between people and nature; creating a green economy and showing leadership in the EU and internationally. It set out 92 specific commitments for action.
Natural Environment and Rural Communities Act (2006)	The Natural Environment and Rural Communities Act is designed to help achieve a rich and diverse natural environment and thriving rural communities through modernised and simplified arrangements for delivering Government policy. The Act was published by Parliament and is accompanied by a set of explanatory notes, a Regulatory Impact Assessment and a policy statement.
The Neighbourhood Planning (General) Regulations (2012)	The Regulations set out the procedure for the designation of neighbourhood areas and neighbourhood forums and for the preparation of neighbourhood development plans and neighbourhood development orders (including community right to build orders). A separate instrument will be brought forward in relation to neighbourhood planning referendums.
The Neighbourhood Planning (General) (Amendment) Regulations 2015	These Regulations amend the Neighbourhood Planning (General) Regulations 2012 which made provision for neighbourhood planning as provided in the Localism Act 2011
Planning Act (2008)	The Planning Act 2008 was granted Royal Assent on 26 November 2008. The Act introduced a new stream-lined system for decisions on applications to build nationally significant infrastructure projects (NSIPs) in England and Wales, alongside further reforms to the

Plan, Strategy or Programme	Summary of objectives and targets
	town and country planning system and the introduction of a Community Infrastructure Levy (CIL).
Planning and Compulsory Purchase Act (2004)	The Act received Royal Assent on 13 May 2004 and the provisions of the Act were introduced through a series of Commencement Orders and Regulations. The Act strengthened the focus on sustainability, transparency, flexibility and speed. The aim of the Act is to give effect to the Government's policy on the reform of the planning system, the principal features of which are set out in the policy statement Sustainable communities: Delivering through planning which was published on 23 July 2002.
Planning and Energy Act (2008)	This Act allows local councils to set targets in their areas for on-site renewable energy, on-site low carbon electricity and energy efficiency standards in addition to national requirements. It requires developers to source at least 10% of any new building's energy from renewable sources.
Planning (Listed Buildings and Conservation Areas) Act (1990)	This Act consolidates certain enactments relating to special controls in respect of buildings and areas of special architectural or historic interest.
Pollution Prevention and Control Act 1999	This Act gives the Secretary of State the power to make regulations providing for a new pollution control system to meet the requirements of European Council Directives on Integrated Pollution Prevention and Control and for other measures to prevent and control pollution.
Sustainable Communities Act (2007) (Amendment) Act 2010	The Sustainable Communities Act 2007 provides local authorities and local communities with the opportunity to ask central government to devolve more power to them in order to improve the sustainability of their local area. The amendment improves the process to allow communities a greater say in how their proposed changes can happen
Town and Country Planning Act (1990)	The Town and Country Planning Act 1990 is an act of the British Parliament regulating the development of land in England and Wales
The Town and Country Planning (Environmental Impact Assessment) Regulations (2011)	These regulations are used to determine whether a planning application will require an Environmental Impact Assessment (EIA). These Regulations replace the Town and Country Planning (Environmental Impact assessment (England and Wales) Regulations 1999 (SI No. 293) ("the 1999 regulations") and subsequent amending instruments. The Town and Country Planning (Environmental impact Assessment) (Mineral Permissions and Amendment) (England) Regulations 2008 remain in force. These Regulations, except for the provisions relating to projects serving national defence purposes, extend to England only. The 1999 Regulations remain in force for Wales.
The Town and Country Planning (Environmental Assessment and Permitted Development) Regulations 1995	These Regulations are concerned with the further implementation in England and Wales of Council Directive 85/337/EEC.
The Town and Country Planning (General Permitted Development) (England) Order 2015	The main purpose of this Order is to grant planning permission for certain classes of development without any requirement for an application to be made under Part III of the Town and Country Planning Act 1990.
The Town and Country Planning (Compensation) (England) Regulations (2012)	The Town and Country Planning (General Permitted Development) (Amendment) (England) Order 2012 amends the Town and Country Planning (General Permitted Development) Order 1995 ("GPDO")
The Town and Country Planning (Compensation) (England) (Amendment)	The Town and Country Planning (Compensation) (England) Amendment) Regulations 2014 ("the Compensation Regulations") amend the Town and Country Planning (Compensation) (England) Regulations 2013 to limit the circumstances in which compensation is

Plan, Strategy or Programme	Summary of objectives and targets
Regulations (2014)	payable in the event that the new permitted development rights are withdrawn.
The Town and Country Planning (Local Planning) (England) Regulations 2012	These regulations amend the Town and Country Planning (Local Development) (England) Regulations 2009, in response to the enactment of the Localism Act 2011
The Town and Country Planning (Major Infrastructure Project Inquiries Procedure) (England) Rules 2005	These rules outline the procedures to be followed for local inquiries into 1) applications for planning permission or 2) the approval of local planning authorities for major developments deemed to have national or regional importance.
The Town and Country Planning (Modification and Discharge of Planning Obligations) Regulations 1992	This Regulation gives further detail to the procedure for appeals against enforced planning obligations.
The Town and Country Planning (Tree Preservation) (England) Regulations 2012	Local planning authorities protect trees in the interests of amenity by making Tree Preservation Orders (TPOs). Provisions are spread across primary and various secondary legislation and different rules apply depending on when the TPO is made.
The Town and Country Planning (Use Classes) (Amendment) (England) Order 2010	This amendment introduces a definition of houses in multiple occupation into the Use Classes Order.
The Town and Country Planning (Use Classes) Order 1987	This Order revokes and replaces the Town and Country Planning Order 1972 as amended by the Town and Country Planning Order 1983.
The Wildlife and Countryside act 1981, as amended	Consolidates and amends existing national legislation to implement the Convention on the Conservation of European Wildlife and Natural Habitats (Bern Convention) and Council Directive 79/409/EEC on the conservation of wild birds (Birds Directive) in Great Britain (NB Council Directive 79/409/EEC has now been replaced by Directive 2009/147/EC of the European Parliament and of the Council of 30 November 2009 on the conservation of wild birds (codified version)).
Planning Framework	
National Planning Policy Framework (NPPF) (2012)	The Government has produced a simple national planning policy framework setting out their priorities for the planning system in England in a single, concise document covering all major forms of development proposals handled by local authorities. All the national planning policies set out in PPSs, MPSs, PPGs and MPGs, have been superseded by the NPPF. The NPPF sets out the Government's planning policies for England and how these are expected to be applied. It sets out the Government's requirements for the planning system only to the extent that it is relevant, proportionate and necessary to do so. It provides a framework within which local people and their accountable councils can produce their own distinctive local and neighbourhood plans, which reflect the needs and priorities of their communities.
National Planning Practice Guidance (NPPG) (2014)	On 6 March 2014 the Department for Communities and Local Government (DCLG) launched this planning practice guidance web-based resource. This was accompanied by a Written Ministerial Statement which includes a list of the previous planning practice guidance documents cancelled when this site was launched. For the first time, planning practice guidance is now available entirely online in a usable and accessible way
Government Strategies	
Air Quality Strategy (2007)	The Strategy: sets out a way forward for work and planning on air quality issues; sets out the air quality standards and objectives to be achieved; introduces a new policy framework for tackling fine particles; identifies potential new national policy measures which modeling indicates could give further health benefits and move closer towards meeting the Strategy's objectives.

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Biodiversity – The UK Action Plan (1994)	The Action Plan is the UK Government's response to the Convention on Biological Diversity (CBD) signed in 1992. It describes the UK's biological resources and commits a detailed plan for the protection of these resources. The first lists of Priority Species and Habitats were published by Government in 1995 as part of the UK Biodiversity Action Plan (UK BAP). They included over 300 species of which 11 were butterflies and 53 were moths.
Biodiversity and Geological Conservation: Statutory obligations and their impact within the planning system.- Government circular 06/05	This circular provides administrative guidance on the application of the law relating to planning and nature conservation as it applies in England. It complements the national planning policy in the National Planning Policy Framework and the Planning Practice Guidance.
Conserving Biodiversity – the UK approach (DEFRA 2007)	This statement has been prepared by the UK Biodiversity Standing Committee1 on behalf of the UK Biodiversity Partnership. Its purpose is to set out the vision and approach to conserving biodiversity within the UK's devolved framework for anyone with a policy interest in biodiversity conservation. It sets out an approach to biodiversity conservation that is designed not only to meet the commitment to halt the loss of biodiversity by 2010, but to guide action well into the second decade of the 21st century at a time when the challenges faced by the natural environment are great.
Department of Health Public Health Strategy – healthy lives, healthy people (July 2011)	This policy statement sets out the progress the government has made in developing the new public health system. In doing so the paper sets out how the government expect the reformed public health system to work including: • clarifying the role of local authorities and the Director of Public Health in health improvement, health protection and population healthcare; • proposals for who is responsible for commissioning the different public health services; • the mandatory services local authorities will be required to provide; • the grant conditions we expect to place on the local authority public health grant; • establishing Public Health England as an Executive Agency to provide greater operational independence within a structure that is clearly accountable to the Secretary of State for Health; • clear principles for emergency preparedness, resilience and response.
The Sustainable Development Strategy for the NHS, Public Health and Social Care System	This strategy outlines a vision and three goals based on the challenges outlined above to aim for by 2020. It describes the opportunities to reduce our environmental impacts, improve our natural environment, increase readiness for changing times and climates and strengthen social cohesion. It also explores how this can be taken forward as a system and outlines specific areas of focus that can be used to guide action.
Departments of Health and Transport- Active Travel Strategy 2010	The Department of Health and Department for Transport jointly published a new Active Travel Strategy. The strategy highlights plans to put walking and cycling at the heart of local transport and public health strategies over the next decade. The guiding principles for the strategy are that walking and cycling should be everyday ways of getting around – not just for their own sake but also because of what they can do to improve public health, tackle congestion, reduce carbon emissions and improve the local environment
Healthy Weight Healthy Lives: A Cross Government Strategy for England (2008)	This cross-government strategy is the first step in a sustained programme to support people to maintain a healthy weight. It will be followed by a public annual report that assesses progress, looks at the latest evidence and trends, and makes recommendations for further action.
Biodiversity 2020: A strategy for England's	This new, ambitious biodiversity strategy for England builds on the Natural Environment White Paper and provides a comprehensive

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wildlife and ecosystem services and its outcomes and actions	picture of how we are implementing our international and EU commitments. It sets out the strategic direction for biodiversity policy for the next decade on land (including rivers and lakes) and at sea
Noise Policy Statement for England (DEFRA 2010)	This statement sets out the long term vision of Government noise policy, which is to promote good health and a good quality of life through the management of noise within the context of Government policy on sustainable development. The policy seeks to make explicit the implicit underlying principles and aims regarding noise management and control that are to be found in existing policy documents, legislation and guidance.
Plan for Growth – (March 2011)	The Government's economic policy objective is to achieve strong, sustainable and balanced growth that is more evenly shared across the country and between industries. The Plan for Growth contains four overarching ambitions that will ensure the progress is made towards achieving this economic objective. The ambitions are: 1. to create the most competitive tax system in the G20; 2. to make the UK one of the best places in Europe to start, finance and grow a business; 3. to encourage investment and exports as a route to a more balanced economy; and 4. to create a more educated workforce that is the most flexible in Europe.
Mainstreaming sustainable development (2011)	This document sets out the Coalition Government's vision for sustainable development and a package of measures to deliver it through the Green Economy, action to tackle climate change, protecting and enhancing the natural environment, and fairness and improving wellbeing, and building a Big Society
Strategic Review of Health Inequalities in England Post 2010 (The Marmot Review)	In November 2008, Professor Sir Michael Marmot was asked by the Secretary of State for Health to chair an independent review to propose the most effective evidence-based strategies for reducing health inequalities in England from 2010. The strategy will include policies and interventions that address the social determinants of health inequalities. The Review had four tasks 1 Identify, for the health inequalities challenge facing England, the evidence most relevant to underpinning future policy and action 2 Show how this evidence could be translated into practice 3 Advise on possible objectives and measures, building on the experience of the current PSA target on infant mortality and life expectancy 4 Publish a report of the Review's work that will contribute to the development of a post- 2010 health inequalities strategy
Construction 2025 (2013)	This Strategy is aimed at providing clarity around the existing policy framework and signalling the future direction of Government policy. It aims to realise the shared vision of sustainable construction by: • Providing clarity to business on the Government's position by bringing together diverse regulations and initiatives relating to sustainability; • Setting and committing to higher standards to help achieve sustainability in specific areas; • Making specific commitments by industry and Government to take the sustainable construction agenda forward
Adapting to climate change: national adaptation programme (2013)	The National Adaptation Programme sets out what government, businesses and society are doing to become more climate ready. It contains a register of actions which includes all the actions agreed in the programme so far. It also aligns risks identified in the Climate Change Risk Assessment to actions being undertaken or to be undertaken and the timescales according to each theme.
The Carbon Plan: Delivering our low carbon future (2011)	This plan sets out how the UK will achieve decarbonisation within the framework of our energy policy: to make the transition to a low carbon economy while maintaining energy security, and minimising costs to consumers, particularly those in poorer households.
UK Renewable Energy Strategy (2009)	The Renewable Energy Strategy sets a path towards increasing UK generation of renewable projects. It sets out the actions the Government are taking to ensure the targets of producing 15% of UK energy needs from renewable energy sources by 2020 are met.

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	To achieve this the strategy calls for; • 30% of electricity supply to come from renewable sources, including 2% from micro-generation • 12% of heat supply to come from renewable sources • 10% of transport supply from renewable sources
UK Sustainable Procurement Action Plan (2007)	The Government launched a package of actions to deliver the step change needed to ensure that supply chains and public services will be increasingly low carbon, low waste and water efficient, respect biodiversity and deliver wider sustainable development goals. The Action Plan puts in place clear lines of accountabilities and reporting, and develops plans to raise the standards and status of procurement practice in Government which will strengthen delivery of these targets.
Future Water: The Government's Water Strategy for England (2011)	This includes: sustainable delivery of secure water supplies, an improved and protected water environment, fair, affordable and cost-reflective water charges, reduced water sector greenhouse gas emissions and more sustainable and effective management of surface water.
Waste Management Plan for England (2013)	The waste management plan for England (WMPE) provides an analysis of the current waste management situation in England and fulfils the mandatory requirements of article 28 of the revised Waste Framework Directive (rWFD). The plan does not introduce new policies or change the landscape of how waste is managed in England. Its core aim is to bring current waste management policies under the umbrella of one national plan.
National Flood and Coast Erosion Management Strategy (July 2011)	Objectives are to: • ensure a clear understanding of the risks of flooding and coastal erosion • set out clear and consistent plans for risk management • manage flood and coastal erosion risks in an appropriate way • ensure that emergency plans and responses to flood incidents are effective • help communities to recover more quickly and effectively after incidents.
National Flood Emergency Framework	In planning and preparing for a flooding emergency, the Government's strategic objectives are to: • protect human life and alleviate suffering; and, as far as possible, property and the environment; • support the continuity of everyday activity and the restoration of disrupted services at the earliest opportunity; and • uphold the rule of law and the democratic process.
Prevention is better than cure: the role of waste prevention in moving to a more resource efficient economy. (2013	This document sets out the Waste Prevention Programme for England. It articulates the actions for government and others which together will move us towards reducing waste. The aim of the Programme is to improve the environment and protect human health by supporting a resource efficient economy, reducing the quantity and impact of waste produced whilst promoting sustainable economic growth.
NHS Five Year Forward View (2014)	The NHS Five Year Forward View was published on 23 October 2014 and sets out a vision for the future of the NHS. It has been developed by the partner organisations that deliver and oversee health and care services including NHS England, Public Health England, Monitor, Health Education England, the Care Quality Commission and the NHS Trust Development Authority. Patient groups, clinicians and independent experts have also provided their advice to create a collective view of how the health service needs to change over the next five years if it is to close the widening gaps in the health of the population, quality of care and the funding of services.

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

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

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(2009)	incorporate green infrastructure in practice. Natural England and key players in the development sector formed a partnership to understand how to value, design and create quality green infrastructure. The partnership aims to demonstrate how – at different scales and locations – the contribution of the natural environment in regeneration can move from that of traditional landscaping to one of providing vital spaces for people, wildlife, health, wellbeing, and climate change adaptation. The Natural Development project will provide a focus for our engagement with real sites and enable us to practically demonstrate positive planning with developers. It will work to highlight opportunities and overcome barriers to success and enable sharing of best practice to support the mainstreaming of green infrastructure in development and regeneration. Over the coming months and years the project will collect and share: Case Studies, focusing on a range of sites – initially in the Thames Gateway, and widening out as the project progresses. Commentary on problems, opportunities, and issues for large and small scale developments. Technical information relating to our work with developers across the country.
Biodiversity Planning Toolkit (2011)	The Toolkit provides information on the issues to be considered at the forward planning stage, including gathering a sufficient evidence base, biodiversity opportunity mapping, green infrastructure provision, setting spatial biodiversity objectives and targets and identifying potential for biodiversity enhancements.
English Heritage Conservation Principles: for the sustainable management of the historic environment (2008)	This document contains policies and guidance for the sustainable management of the historic environment.
English Heritage, Guidance on Environmental Assessment, Sustainability Appraisal and the Historic Environment (2010)	This guidance focuses on SEA/SA for development plans, building on existing Government advice, it is equally applicable to the preparation of SEAs for other types of documents, such as Local Transport Plans and Water Resource Management Plans.
Conservation Bulletin 47: Characterisation, English Heritage (2005)	A bulletin that explores the subject of characterisation and sets out some examples of studies of local character.
Understanding Place: Historic Area Assessments in a Planning and Development Context, English Heritage (2010)	Sets out guidance for undertaking Historic Area Assessments to inform plan making and development management.
Understanding Place Historic Area Assessments: Principles and Practice, English Heritage (2010)	Sets out guidance for how to undertake assessments for historic areas in order to produce a Historic Area Assessment.
Valuing Places: Good Practice in Conservation Areas, English Heritage (2011)	Sets out a series of exemplary case studies for managing change in the historic environment.
Seeing The History In The View: A Method	Sets out a method for understanding and assessing heritage significance of views.

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For Assessing Heritage Significance Within Views, English Heritage (2011)	
Strategic Environmental Assessment, Sustainability Appraisal and The Historic Environment (2013)	This SEA/SA provides guidance that focuses on key principles required when analysing the historic environment that must be measured for the development of certain Plans and Programmes on the Environment that is also applicable to neighbourhood plans and other documents such as the Local Transport Plans and Water Resource Management Plans.
The Historic Environment in Local Plans Historic Environment Good Practice Advice in Planning: 1 (2015)	This Historic England Good Practice Advice note provides comprehensive steps required for the development of local plans through ascertaining not only the setting of the site, but the 'value to society', to coincide with a strong evidence base that must incorporate the use of local lists, heritage assets, with further consideration of the conservation areas within and outside the site area. The conservation and enjoyment of the historic environment must make a positive contribution, by enhancing the local character and distinctiveness of the area, paying special attention in implementing historic environment legislation the National Planning Policy Framework (NPPF), and the related guidance given in the Planning Practice Guidance (PPG).
Managing Significance in Decision-Taking in the Historic Environment Historic Environment Good Practice Advice in Planning: 2 (2015)	This Historic England Good Practice Advice note provides the key principles required for Managing Significance in Decision-Taking in the Historic Environment, inline with implementing historic environment legislation, the National Planning Policy Framework (NPPF), and the related guidance given in the Planning Practice Guidance (PPG).
The Setting of Heritage Assets Historic Environment Good Practice Advice in Planning: 3 (2015)	The GPA outlines good vital information on good practice to assist local authorities, planning and other consultants, owners, applicants and other interested parties in implementing historic environment policy in the National Planning Policy Framework (NPPF) and the related guidance in the National Planning Practice Guide (PPG).
Tall Buildings Historic England Advice Note 4 (2015)	This Historic England Good Practice Advice note provides guided support to all those dealing with proposals for tall buildings in implementing historic environment legislation, the National Planning Policy Framework (NPPF), and the related guidance given in the Planning Practice Guidance (PPG).
Understanding Place: Character and context in local planning, English Heritage (2011)	Sets out case studies for how historic characterisation can be used to inform plan making and development management decisions.
Understanding Place: Conservation Area Designation, Appraisal and Management, English Heritage (2011)	Sets out guidance for managing change in a way that conserves and enhances historic areas through conservation area designation, appraisal and management.
Good Practice for Local Listing Consultation	Sets out best practice guidance for identifying buildings and structures suitable for local listing and for managing the list.

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Draft, English Heritage (2011)	
Guidance on Heritage Impact Assessments for Cultural World Heritage Properties, ICOMOS (2010)	Sets out guidance for producing Heritage Impact Assessments for World Heritage Sites in order to evaluate the impact of potential development on the Outstanding Universal Value. This may also provide a guide for assessing general impact of development on heritage assets and their settings.
National Institute for Health and Clinical Excellence (NICE):Alcohol-use disorders: preventing harmful drinking	The guidance identifies how government policies on alcohol pricing, its availability and how it is marketed could be used to combat such harm. Changes in policy in these areas are likely to be more effective in reducing alcohol-related harm among the population as a whole than actions undertaken by local health professionals.
National Institute for Health and Clinical Excellence (NICE): Prevention of Cardiovascular disease at the population level	The guidance is for government, the NHS, local authorities, industry and all those whose actions influence the population's cardiovascular health (that is, can help keep people's hearts healthy and prevent strokes). The guidance comprises two sets of recommendations aimed at national policy makers and local practitioners respectively. Recommendations 1 to 12 outline a national framework for action. They break new ground for NICE by focusing on legislative, regulatory and voluntary changes – including further development of existing policies. Topics covered include: • How to reduce the nation's consumption of salt, saturated fats and trans fats • How to ensure food marketing and promotions aimed at children and young people do not encourage them to consume high levels of salt, saturated fats and trans fats • Commercial interests • Food product labelling • The European Union's common agricultural policy • Public sector catering guidelines • Advice on take-aways and other food outlets.
National Institute for Health and Clinical Excellence (NICE): Preventing unintentional injuries among children and young people aged under 15: road design and modification	This is one of three pieces of NICE guidance published in November 2010 on how to prevent unintentional injuries among under-15s. A second publication covers unintentional injuries in the home and a third covers strategies, regulation, enforcement, surveillance and workforce development. The guidance covers 20 mph limits, 20mph zones and engineering measures to reduce speed or make routes safer. The recommendations include advice on: • How health professionals and local highways authorities can coordinate work to make the road environment safer. • Introducing engineering measures to reduce vehicle speeds, in line with Department for Transport guidance. • Making routes commonly used by children and young people safer. This includes routes to schools and parks.
National Institute for Health and Clinical Excellence (NICE): Promoting physical activity: active play and sport for pre-school and school-age children and young people in family, pre-school, school and community settings	This guidance is for all those who are involved in promoting physical activity among children and young people, including parents and carers. The NICE recommendations give advice on: • how to promote the benefits of physical activity and encourage participation • high level strategic planning • the importance of consultation with children and young people and how to set about it • planning and providing spaces, facilities and opportunities • training people to run programmes and activities • how to promote physically active travel such as cycling and walking.
National Institute for Health and Clinical Excellence (NICE): Promotion and creation of	This guidance offers the first evidence-based recommendations on how to improve the physical environment to encourage physical activity. It is for NHS and other professionals who have responsibility for the built or natural environment. This includes local transport

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physical environments that support increased levels of physical activity	authorities, transport planners, those working in local authorities and the education, community, voluntary and private sectors. The seven recommendations cover strategy, policy and plans, transport, public open spaces, buildings and schools. They include: • Ensure planning applications for new developments always prioritise the need for people (including those whose mobility is impaired) to be physically active as a routine part of their daily life. • Ensure pedestrians, cyclists and users of other modes of transport that involve physical activity are given the highest priority when developing or maintaining streets and roads. • Plan and provide a comprehensive network of routes for walking, cycling and using other modes of transport involving physical activity.
Planning sustainable cities for community food growing (2014)	This guide brings together in one place examples of planning policies around the UK that support community food growing. It is aimed primarily at planning authorities to help them to use food growing as a way of creating healthy communities.
No health without mental health: implementation framework (2012)	The Framework sets out what a range of local organisations can do to implement No Health Without Mental Health, and improve mental health outcomes in their area. It also outlines what work is underway nationally to support this, and how progress will be measured.
Local action on health inequalities: evidence papers (2014)	This research shows the evidence supporting action to reduce health inequalities.
Obesity: working with local communities; NICE guidelines [PH42] (2012)	This guidance aims to support effective, sustainable and community-wide action to prevent obesity. It sets out how local communities, with support from local organisations and networks, can achieve this.
Physical activity: walking and cycling NICE guidelines [PH41] (2012)	This guideline sets out how people can be encouraged to increase the amount they walk or cycle for travel or recreation purposes. This will help meet public health and other goals (for instance, to reduce traffic congestion, air pollution and greenhouse gas emissions).

Regional

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

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Environment SPG (2014)	Plan with specific reference to inclusive design. It also provides guidance on Lifetime Neighbourhoods to support London Plan **Policy 7.1 Building London's neighbourhoods and communities.** One of the Mayor's aims for London is that everyone, whether resident, visitor or worker, is able to participate and enjoy all that the city has to offer. To help achieve this aim the London Plan 2011 includes a number of policies which promote an inclusive environment to help ensure that all of London's diverse communities can contribute to London's growing economy and enjoy a high quality of life.
Violence Against Women and Girls Strategy 2013-2017	This strategy covers the following forms of violence against women and girls: • Domestic violence and abuse • Female Genital Mutilation (FGM) • Forced marriage • 'Honour'-based violence • Prostitution and trafficking • Sexual violence including rape • Sexual exploitation • Sexual harassment • Stalking • Faith-based abuse. This strategy is focused on the needs of women and girls and is a deliberate response to the disproportionate impact of VAWG crimes on women and girls.
Police and Crime Plan 2013	The Police and Crime Plan 2013-2016 outlines the Mayor's mission, priorities and objectives for tackling crime and making London safer.
2013 Round Ethnic Group Population Projections	The White population of Greater London is projected to be fairly stable at about 4.9 million over the next decade and increase very slightly thereafter, reaching 5.1 million in 2041. The BAME population of Greater London is projected to increase from 3.3 million in 2011 to 5.2 million in 2041. By the Census year 2011 the Black African population (576 thousand) had surpassed the Indian population (545 thousand) to become the biggest individual BAME ethnic group in Greater London
Hate Crime Reduction Strategy (20xx)	The strategy sets out plans to boost confidence across all communities in reporting hate crime, develop ways to prevent offences and reduce repeat victimisation and outlines how agencies can work together to ensure swift and sure justice for victims. Hate crime is defined as any criminal offence which is perceived, by the victim or any other person, to be motivated by a hostility or prejudice based on a personal characteristic, specifically race, religion/ faith, sexual orientation, disability and transgender identity.
London Enriched (2009) and update (2013)	London Enriched is the Mayors refugee integration strategy, setting out a vision for refugee integration in the capital, focusing on the right of refugees to live in dignity and security, sharing with other Londoners the same life chances and opportunities to contribute.
An evidence base on migration and integration in London (2010)	The report begins with a literature and demographic review presenting a picture of migration in London and the key issues around migrant integration. This draws together the state of the academic and policy literature with as recent as possible primary data provided by the GLA and UK Border Agency and original data analysis conducted by COMPAS. The work was conducted over two months in Spring 2010. The report presents the broad contours of the contemporary migration landscape in London, before looking at each of the Mayor's integration strategy core themes in terms of barriers and factors to successful integration and policy implications arising. It concludes with a framework of interventions, noting the policy priorities arising from the evidence for each of the themes.
Planning for Equality and Diversity in London SPG (2007)	This SPG: • provides guidance to boroughs, partners and developers on the implementation of policies in the London Plan which relate to equalities issues and addressing the needs of London's diverse communities; • sets out some of the tools for promoting equality and diversity in planning processes; • highlights the spatial impacts of wider socio-economic issues such as poverty and discrimination in the planning context; • sets out overarching principles and the key spatial issues for planning for equality; and examines in greater detail the spatial needs of London's diverse communities and identifies how spatial planning can be used to try and address these

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Responding to the needs of faith communities: Report and evidence (2008)	CAG Consultants with Diverse Ethics and Land Use Consultants were commissioned by the GLA in late 2007 to explore the needs of faith communities in relation to places of worship in London. This document reports on our findings and conclusions from the research and engagement process with faith communities and planning authorities in relation to places of worship in London.
Culture	
Cultural Metropolis 2014 - The Mayor's culture strategy for London	The Mayor's Cultural Strategy sets out the vision, priorities and recommendations for how to strengthen the cultural life of Londoners across the capital. It recognises the significance of the cultural and creative sectors in making London a successful world city, and puts forward a case for its continued support and investment. It includes an update on the policy acheivements and next steps in: Maintaining London's position as a world city of culture, Widening the reach, Education and skills, Infrastructure, environment and the public realm. It provides a recap of the cultural triumphs and cultural legacy from the Games.
Culture on the high street guide 2013	The *Culture on the High Street* guide will help local authorities, town centre managers and business improvement districts to improve the quality and ambition of culture on our high street.
Working Paper 48: Culture and regeneration - What evidence is there of a link and how could it be measured? (2011)	Despite much research, there have been few comprehensive evaluations of culture-led regeneration schemes and so a good evidence base does not exist. A review of the limited evidence shows mixed results and much uncertainty of the impact of culture-led regeneration. Current evaluation measures are not appropriate for understanding the long-term and dynamic changes that regeneration schemes may cause and instead these schemes should be monitored, focussing on both people and places.
Design and place shaping	
Shaping Neighbourhoods: Character and Context SPG (2014)	This guidance sets out an approach and process to help understand the character and context of a place so that its results can inform the planning and design process, and guide change in way which is responsive to individual places and locations. A separate non-technical summary sets out the main messages of the SPG. A supporting list of data and research resources is provided as a living document that will be updated as appropriate.
Streetscape Guidance: A guide to better London Streets (2009)	The Streetscape Guidance provides advice on improving and managing the Transport for London Road Network (TLRN) and promotes consistency of approach and excellence in design and workmanship. The document highlights relevant policies and guidance, sets out specific design principles and guidelines including a palette of materials and products, and acts as a best practice resource for London boroughs and other partners.
London View Management Framework Supplementary Planning Guidance, Mayor of London (2012)	The London View Management Framework is a key component of the Mayor's strategy to preserve London's character and built heritage. It outlines the policy framework for managing the impact of development on key panoramas, river prospects and townscape views.
Economy	
London's Economy Today 2015	Regular update on the state of London's economy.
London's Digital Economy (2012)	This report draws together a variety of data sources to highlight London's position in the digital arena. The report looks at uptake and use of digital technologies by businesses and households.
Retail in London: Looking forward (2015)	Through reading the main report you will: • Find out how developments such as changing consumer behaviour and technological advances have altered the playing field for London's retailers • See how retailers have adapted by implementing measures such as 'Click-and-Collect' or 'Dark Stores' • Gain an understanding of what these adaptations may mean for the role retail plays in London, ranging from the employment it provides to the land it uses

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Jobs and Growth Plan (London Enterprise Panel) 2014	It will help to deliver jobs and growth for London through: • Skills and employment: to ensure Londoners have the skills to compete for and sustain London's jobs; • Micro, small and medium sized enterprises: to support and grow London's businesses; • Digital creative, science and technology: for the capital to be recognised globally as world leading hub; for science, technology and innovation - creating new jobs and growth; and • Infrastructure: to keep London moving and functioning.
London Labour Market Projections (2013)	This report outlines GLA Economics' latest employment projections and shows that jobs in London are projected to grow by more than 850,000 by 2036. The report also provides future projections for both the occupations and qualifications of those employed in London. The report looks at the level of turnover in the labour market with the analysis suggesting that just over half a million people left their occupation in London in 2012. The report also considers the projected increase in London's population and considers the extent to which the demand for, and supply of, labour is likely to be in balance in the longer term.
Alcohol Consumption in the nighttime economy (2012)	The night-time economy (NTE) is activity which occurs between the hours of 6pm to 6am and involves the sale of alcohol for consumption on-trade (e.g. bars, pubs and restaurants). This work looks at the most effective ways to mitigate the costs associated with alcohol in the NTE. It is combined with a tool which estimates (currently measurable) pros and cons for each London Local Authority. The policy options assessed cover pricing, licensing, premise design and operations, public realm design, service interventions, and community mobilisation.
London's Super Connected City Plan (2012)	London's Super Connected City Plan is ambitious and innovative. It will underpin the capital's aspiration for contiguous ultrafast connectivity, provide the digital infrastructure needed for the new economy and help East London realise its full economic potential. Successful delivery of this plan will be critical to realising the Mayor of London's prime objective: economic growth for London, and job creation for Londoners.
Mayor's Economic Development Strategy (2010)	The Mayor's vision is for London to be the best big city in the world. The Economic Development Strategy sets out this vision with respect to the London economy, and how it can be realised. The Mayor's ambitions are for London to be the World Capital of Business, and to have the most competitive business environment in the world; to be one of the world's leading low carbon capitals, for all Londoners to share in London's economic success and for London to maximise the benefits of the 2012 Olympic and Paralympic games.
Economic Evidence base (2010)	This document aims to provide an economic evidence base to support the three Mayoral strategies that have recently been revised (the London Plan, the Economic Development Strategy and the Transport Strategy).
GLA Employment Time Series (2010)	Roger Tym and partners were commissioned by the GLA to produce historic and projected employment data by sector and borough. The objectives are: • To provide a sectoral breakdown of both historic employment data and the latest GLA Economics employment projections for London to 2031 using at least the established 'RTP definitions' of Offices, Industry and Other and; • To provide the sectoral breakdown above for all London Boroughs plus sub-totals showing the Central Activities Zone (CAZ), Isle of Dogs (IOD), rest of Inner London, Outer London and the sum Total for London.
London Office Policy Review (2014) Update	The London Office Policy Review is the most recent in a series of independent reviews of office market trends commissioned by the GLA. It includes robust Monitoring Benchmarks and associated time series data to illustrate key trends and market relationships and their bearing on policy. LOPR 12 includes: • A review of office-based employment projections and office floor space need estimates to inform future alterations to the London Plan • An assessment of the impact of recent economic events on different parts of the London office market, and those which might

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	be anticipated in the future • A review of London Plan town centre office development guidelines and associated policy proposals • An investigation of the 'mega-schemes' identified in LOPR 2009, their implications for office development within the Central Activities Zones, on its fringes, or beyond • Consideration of the potential for conversion of surplus office space to other uses, especially residential, in different parts of London • An overview of hybrid office/industrial buildings, their locational attributes and implications for office, industrial, transport and other polices.
London Business Survey (2014)	The 2014 London Business Survey is an innovative survey designed by the Office for National Statistics, on behalf of the London Enterprise Panel and the GLA. The survey covers a wide range of topics including the profile of London business, their performance and outlook, workforce, trade, and London as a place to do business.
Land for Industry and Transport SPG (2012)	This draft document sets out proposed guidance to supplement the policies in the 2011 London Plan relating to land for industrial type activities and transport. The SPG provides advice on how to implement these policies, in particular Policy 2.17 on Strategic Industrial Locations, Policy 4.4 on Managing Industrial Land and Premises; and Policy 6.2 on Providing Public Transport Capacity and Safeguarding Land for Transport. Once adopted it will replace the 2004 Industrial Capacity SPG
London Industrial Land Demand and Release Benchmarks, Roger Tym & Partners (2012)	The Industrial Land Demand and Release Benchmarks Study assesses future demand for industrial land across London and compares it with the current and planned supply. The aim of the study is to provide evidence to inform London-wide and local planning policy in order to ensure that London has the right quantity and quality of industrial land to support its economy and its population while using the land efficiently. Where there is evidence of an over-supply, the study estimates how much land may be released to other uses and makes recommendations for the management of surplus capacity.
Understanding the demand for and supply of visitor accommodation in London to 2036	GLA Economics was asked by the Greater London Authority (GLA) London Plan team to update work surrounding the demand for serviced visitor accommodation to see whether the existing London Plan benchmark target (Policy 4.5) for serviced rooms needed revising. The work was to also include an update around the accessibility of serviced visitor accommodation. The first part of this report examines the supply side of the London market. It sets out the best estimate of the current supply of serviced (and non-serviced) visitor accommodation in London. It also looks at the potential growth in supply of visitor accommodation over time (from focusing on the supply side only). The report then moves onto the demand side, illustrating how visitor nights in London have moved over time. It sets out how GLA Economics has gone about projecting visitor nights over time and its central projection for visitor nights. The report finishes with the projection for nights converted into the likely requirement for serviced visitor accommodation over time.
Accessible Hotels in London (2012)	This report was commissioned by Design for London (DfL)/London Development Agency (LDA) and Greater London Authority (GLA) to provide evidence to inform a new London Plan policy on the percentage of accessible hotel bedrooms required to meet demand now and over the next 20 years. A room which is 'accessible' is defined as one which minimises barriers to use for as many people as possible. It is a wider definition than a room being wheelchair accessible as it allows use by people with disabilities other than mobility impairments. Policy and planning requirements have previously been based around the definition of wheelchair accessibility, but this is now considered to be too narrow a definition of disability, as well as being based on an outdated medical model of disability.
Cornered shops: London's small shops and the planning system (2010) and addendum	This report looks at how the planning system, and other initiatives, can provide support for London's small shops and neighbourhood shopping areas. It seeks to identify the benefits of small, local and independent retailers to London; the evidence there is to show that they are under threat; the policies that have been proposed to support small shops; and what progress has been made in implementing them.
London's Retail Street Markets (June 2010)	This is a research report commissioned by the LDA. It provides a spatial and economic analysis of the retail street markets in London and identifies the area based issues facing these markets. The analysis also considers the contribution street markets can and are

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	making to London's economy. The study has been used to inform the LDA (and the wider GLA group) what role they could have in supporting street markets. The study includes research on all types of London retail markets (such as clothing, arts, food etc) but exclude wholesale markets.
Managing the Night Time Economy PDF(March 2007)	This is one of a series of best practice guides issued by the Mayor to demonstrate how the broad policies of the London Plan can be implemented locally. This Best Practice Guide suggests how public authorities and the private and voluntary sectors can work together to support the development of the night time economy in appropriate locations and improve the way they manage its impacts.
London Town Centre Health Check (2013)	The 2013 London Town Centre Health Check is the latest in the ongoing series of strategic London-wide health checks undertaken by the Greater London Authority with support from the London boroughs. It provides a 'snapshot' of the health of over 200 of London's town centres using a selection of strategic health check indicators and illustrates how these have changed over time.
Consumer Expenditure and Comparison Goods Retail Floorspace Need in London (2013)	Government policy in the National Planning Policy Framework requires the GLA and boroughs to assess the overall need for additional floorspace for economic uses, including retail and leisure development. This study assesses the scale and nature of consumer expenditure in London for comparison goods retail, convenience goods retail, and other expenditure including leisure over the period from 2011 to 2036. It focuses on strategic requirements for comparison goods retail floorspace need in London, distributed to boroughs and individual town centres. The project is both current and forward-looking, factoring in major retail pipeline developments in and around the capital and contains three additional scenarios to test alternative spatial patterns of growth and quality.
Accommodating Growth in Town Centres: Achieving Successful Housing Intensification and High Street Diversification (2014)	The 'Accommodating Growth in Town Centres' report assesses the changing nature of retail and the capacity and deliverability of housing intensification in and around town centres, while encouraging a diverse range of enterprises and the spaces they need on High Streets.
Artists Workspace Study: We made that (2014)	Study to better understand the picture of affordable studio provision for artists in London. The study is the first step in creating a list of all London's Artist Studios on the Mayor's 'London.Gov' website
Supporting Places of Work: incubators, accelerators and co-working spaces (2014)	The GLA appointed URS, Ramidus, #1Seed and Gort Scott to carry out research into the supply of existing Incubators, Accelerators and Co-working (IAC) spaces in London, which was the first study into the emerging sector of this kind. The report recommends the creation of a workspace provider network, through which IACs can inform emerging workspace policies, share learnings, and engage with boroughs and developers. The report also recommends the creation of an online interactive map to make IAC spaces visible to Londoners. The report concludes that any future public sector investment should focus on IACs with clear community outreach goals (e.g. providing training for disadvantaged groups, providing subsidised workspace) as well as being combined with wider initiatives to maximise public outcome.
Cross River Partnership business plan (2014)	Cross River Partnership (CRP) is a public-private partnership that was originally formed to deliver cross-river infrastructure projects such as the Millennium Bridge. CRP has since diversified to deliver a wide range of externally-funded, multi-partner regeneration projects.
Town Centres SPG (2014)	This SPG provides guidance on the implementation of London Plan Policy 2.15 Town centres and of other policies in the Plan with specific reference to town centre development and management. It also provides guidance on Policy 2.16 Strategic Outer London Development Centres and their potential to be developed as business locations with distinct strengths of greater than sub regional importance. To support the policies in the London Plan this SPG includes guidance on: • Supporting the evolution and diversification of town centres • Delivering mixed use housing intensification • Quality matters • Promoting Accessibility and Connectivity • Town centre regeneration and initiatives

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

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

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

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

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	• the way these issues are expressed in parts of inner London "*where almost three quarters of the capacity for new student accommodation is concentrated*". The *Mayor's Academic Forum Recommendations Paper – student housing* is the first report of the Mayor's Academic forum to the Mayor, focusing on strategic planning issues for student housing. Its main recommendations have been reflected in FALP paragraphs 3.52, 3.53a and 3.53b.
Infrastructure	
Draft London Infrastructure Plan 2050 (2014)	The document sets out what infrastructure London requires. It is the first ever strategic attempt to set out London's infrastructure needs, how much it might cost and how we pay for our needs. The aim is to prepare for, and benefit further from, London's growth: bringing fresh thinking into the city's infrastructure needs now, in order to meet them more costs effectively in the long term.
MOPAC/MPS Estates Strategy 2013-16	Linked to the Police and Crime Plan is the new MOPAC/MPS Estates Strategy 2013-16, see below. Following consultation on local policing and public access in January-March 2013, further work was undertaken to finalise plans for the wider police estate and the final version of this strategy is available below.
Central London Infrastructure Study (2009)	The study aims to provide a strategic understanding of the implications of growth for the whole of Central London, with an indication of how growth, and therefore demand for infrastructure, is distributed across the study area. This analysis allows Central London Forward to build a robust case for additional infrastructure investment for Central London to achieve sustainable growth up to 2026. In particular, as well as offering local authority level information and analysis, the report provides evidence of sub-regional issues and opportunities, encouraging joint solutions wherever appropriate. This study also identifies existing gaps and shortfalls in infrastructure provision.
Community Infrastructure Charging Schedule – Mayor of London (2012)	Sets out the level of charge that will apply to certain types of new development across London in order to deliver the Crossrail programme.
Use of planning obligations in the funding of Crossrail, and the Mayoral Community Infrastructure Levy – SPG (2013)	This SPG sets out guidance on implementation of London Plan policies on the funding of Crossrail, planning obligations and the Community Infrastructure Levy (CIL).
Draft Social Infrastructure SPG (2014)	Social infrastructure includes a wide range of services and facilities, including health, education, community, cultural, play, recreation and sports facilities, faith, emergency facilities and many other local services and facilities that contribute to quality of life. The draft guidance; • Gives a range of information sources to evaluate need for social infrastructure at the strategic planning level, starting with the GLA's own demographic projections and the ways in which these can be used to understand need for health, education and sports facilities. • Emphasises the need for planning across services to ensure the efficient and timely delivery of social infrastructure in a way the meets the broader built environment aims of the London Plan. • Describes Department of Health models for service delivery in a way that should help planners and health professionals to communicate with each other. • Sets specific targets for the provision of burial space based upon projections of need and survey of existing capacity set out in the 2011 Audit of London Burial Provision. • Provides a comprehensive range of resources for the assessment of social infrastructure need arising from individual applications.
London Plan	

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London Plan (2015)	The London Plan is the overall strategic plan for London, and it sets out a fully integrated economic, environmental, transport and social framework for the development of the capital to 2036. It forms part of the development plan for Greater London. London boroughs' local plans need to be in general conformity with the London Plan, and its policies guide decisions on planning applications by councils and the Mayor.
London Implementation Plan (2013)	The Implementation Plan is intended to: • facilitate effective coordination and cooperation of activities to ensure the realisation of the London Plan • inform developers and all delivery partners who need to understand the envisaged implementation actions and strategic infrastructure provision in relation to the London Plan • provide communities with transparent and accessible information to enable them to get involved in the development of their area • help boroughs in terms of the wider context for their local implementation and infrastructure planning and the preparation for their Community Infrastructure Levy (CIL). The Plan will be updated regularly.
London Planning Statement (2014)	The NPPF revoked Government Office for London Circular 1/2008 which "provided advice and guidance on the arrangements for strategic planning in London". The Mayor considers that it is helpful for him to fill the gap this leaves with a document that provides some information about his planning functions, and the way in which he intends to carry them out. This document is intended to be helpful to anyone concerned with planning in London, including boroughs, specialist agencies, developers, amenity and voluntary groups, individual neighbourhoods and Londoners. It: • sets out some general principles of fundamental importance to the planning system in London; • explains the Mayor's part in London's planning system, both in preparing strategic planning policy through his spatial development strategy (or "London Plan") and in the taking of planning decisions about strategic developments; • highlights the issues that the Mayor considers are particular priorities for the London planning system and which he thinks it is helpful to draw to the attention of others; and • sets out the Mayor's intended programme of planning-related work for the next four years.
Noise	
London Agglomeration Noise Action Plan (2010)	The purpose of the Noise Action Plan is to assist in the management of environmental noise and its effects, including noise reduction if necessary, in the context of government policy on sustainable development. Noise Action Plans are based on the results of the strategic noise maps published in 2008.
Sounder City: The Mayor's Ambient Noise Strategy (2004)	The aim of the Mayor's ambient noise strategy is a practical one – to minimise the adverse impacts of noise on people living and working in, and visiting London using the best available practices and technology within a sustainable development framework. Three key issues are: 1. Securing good noise reducing road surfaces 2. Securing a night aircraft ban across London 3. Reducing noise through better planning and design of new housing
Open Space, Biodiversity, Geodiversity	
A Manifesto for Public Open Space: London's Great Outdoors (2009)	London's Great Outdoors recognises that investment in public space enhances the look and feel of the city, making it a more healthy and pleasant place for residents and visitors and an environment in which businesses can thrive. It contributes to maintaining and improving London's image as the world's most green and liveable big city and highlights London's offer as a city that can sustain

Plan, Strategy or Programme	Summary of objectives and targets
	economic growth.
Open Spaces Strategies: Best Practice Guidance (2008)	This document provides guidance on how to create an open space strategy. Drawing on the lessons learnt from 5 years of CABE Space strategic enabling support with local authorities across England, it updates earlier CABE Space guidance, (*Green space strategies: A good practice guide*, 2004), and combines this with an update of the guidance for London, (*Mayor's guide to preparing open space strategies; Best practice guidance of the London Plan,* 2004*),* to provide one comprehensive guide for England.
Connecting with London's Nature. The Mayor's Biodiversity Strategy (2002)	The document details the Mayor's vision for protecting and conserving London's natural open spaces. It seeks to ensure that there is no overall loss of wildlife habitats in London, and that open spaces are created and made accessible, so that all Londoners are within walking distance of a quality natural space. The strategy is an important step in establishing a London-wide framework for maintaining London's diversity of wildlife.
Preparing Borough Tree and Woodland Strategies SPG (2013)	The Preparing Borough Tree and Woodland Strategies Supplementary Planning Guidance, a joint publication with the Forestry Commission, has been published. It sets out an approach to trees and woodland that: • Covers the audit, protection and management of trees and woodland in line with Policy 7.21 of the London Plan • Highlights the asset value of trees and woodland, both in financial terms and the broad range of economic and environmental benefits they provide • Considers all the trees in a borough as a single unified resource – an 'urban forest' • Extends the concept of an 'urban forest' across boundaries so that the cumulative benefits of trees to Londoners can be enhanced • Takes a step by step approach to the management of trees and woodland.
All London Green Grid SPG 2012	The SPG aims to promote the concept of green infrastructure, and increase its delivery by boroughs, developers, and communities, by describing and advocating an approach to the design and management of green and open spaces to deliver hitherto unrealised benefits. These benefits include sustainable travel, flood management, healthy living, and creating distinctive destinations; and the economic and social uplift these support.
Shaping Neighbourhoods: Play and Informal Recreation SPG (2012)	This SPG aims to help those involved in planning local neighbourhoods to engage with young Londoners to deliver real improvements in the quality of play spaces. The Mayor wants to see a child-friendly London with inclusive, accessible, and safe play spaces that allow all young Londoners to engage in fun, positive, and healthy play and recreation in their own communities and throughout London. The 2012 SPG adds further guidance to the previous 2008 SPG, in particular expanding on the concept of lifetime neighbourhoods.
London's Foundations SPG (2012)	London's Foundations (2009) was a joint publication with Natural England setting out London's geological heritage, explaining the process for identifying sites of national, regional and local geological importance, identifying important geological sites for protection and advising boroughs on how to promote as well as protect geodiversity. It has been updated to reflect: • The publication of the 2011 London Plan; • The emerging advice of the Government in its National Planning Policy Framework; • The ongoing work of the London Geodiversity Partnership (LGP) in updating the number of sites that should be promoted/protected by boroughs via their development plan documents; • The publication by the LGP of their Geodiversity Action Plan.
Sustainability	
Sustainable Design and Construction. Mayor's Supplementary Planning Guidance	This SPG provides guidance on what measures developers can include in their building designs and operations to achieve the carbon dioxide and water consumption targets set out in the London Plan. It also provides guidance on how boroughs can take forward the new approaches set out in the London Plan, such as carbon-dioxide off-setting, retrofitting and 'air quality neutral'.

Plan, Strategy or Programme	Summary of objectives and targets
(2014)	
Adapting to Climate Change: A checklist for development (2005)	This guidance on designing developments in a changing climate was published by the Greater London Authority. The main actions are summarised in a simple to use checklist, however, it is not intended to be a design manual, although it does contain signposts to more detailed guidance.
Sustainable Development Framework for London. London Sustainable Development Commission (June 2003)	This Framework has been developed by the London Sustainable Development Commission, appointed by the Mayor in May 2002 to advise on sustainability issues in the capital. It is the first Sustainable Development Framework for London. It sets out a Vision for the capital and a set of objectives to guide decision making. The Framework should be used to: -provide the context for policy development and decision-making; -undertake sustainability appraisals of projects, plans and strategies; -monitor progress towards a more sustainable city
Sustainable Communities Plan for London: Building for the Future (2003)	This document is part of a national programme of action setting out how the Government intends to achieve sustainable communities in London. The main challenges for London are to accommodate growth and to reduce poverty and deprivation. To do this, the main aims are for more and better-designed and affordable homes, including homes for key workers. To improve public transport and other infrastructure to support the development of new and growing communities; to raise education standards and skill levels across the capital; to tackle crime, anti-social behaviour and the fear of crime.
Transport	
Mayor's Transport Strategy (2010)	The Mayor's Transport Strategy is a statutory document, developed alongside the London Plan and Economic Development Strategy as part of a strategic policy framework to support and shape the economic and social development of London over the next 20 years. It sets out the Mayor's transport vision and describes how Transport for London (TfL) and its partners, including the London boroughs, will deliver that vision. Six goals set out how the overarching vision should be implemented. The transport strategy should: • Support economic development and population growth • Enhance the quality of life for all Londoners • Improve the safety and security of all Londoners • Improve transport opportunities for all Londoners • Reduce transport's contribution to climate change and improve its resilience • Support delivery of the London 2012 Olympic and Paralympic Games and its legacy
Land for Industry and Transport SPG (2012)	The SPG provides an update of previous Mayoral guidance, setting out how boroughs should make effective, efficient use of land for transport purposes.
River Action Plan (2013)	This plan outlines a number of specific measures to be taken by TfL and other stakeholders to help boost the number of river trips in line with achieving the Mayor's target of 12 million passenger journeys a year by 2020
Cycling Revolution London (2010)	The Strategy sets out the vision and policies for encouraging and enabling more cycling across London. The strategy sets out an aspiration to increase cycling by 400% by 2026 through a range of initiatives including the delivery of a series of cycle superhighways, improved cycle safety and an increase training aimed at cyclists
The Mayor's Vision for Cycling	The Mayor's Vision for Cycling document sets out how this will be achieved, focusing on four key outcomes: 1. **A Tube network for the bike.** London will have a network of direct, joined-up cycle tracks, with many running in parallel with key Underground, rail and bus routes. 2. **Safer streets for the bike.** Spending on the Better Junctions programme will be significantly increased and substantial

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

Plan, Strategy or Programme	Summary of objectives and targets
Thames River Basin Management Plan (2009)	The EU Water Framework Directive requires the Environment Agency to prepare and publish 10 River Basin Management Plans (RBMP) by 2009 to promote the concept of sustainable water management. Their aims are: • To safeguard the sustainable use of water • To protect and restore the status of aquatic ecosystems • To improve aquatic environments by the reduction of hazardous substances • To reduce groundwater pollution; and • To help mitigate the effects of flood and droughts
Taking Care of Water- Our Plan for the next 25 years (Thames Water Utilities) 2015-2040	Taking care of water describes a long-term strategy to address a series of issues. It is built around the four main themes that have emerged from public consultation: delivering for customers; planning for a sustainable future; delivering efficiently; and providing affordable services. The document set out the things that are needed to meet the challenges of the future. It also set out the costs of providing those services and the likely impact on bills.
Water Resources Management Plan (Thames Water Utilities) 2015-2040.	Sets out how demand for water is balanced against the supply over the next 25-year period.
Our Plans for Water (Thames Water Utilities) 2015-2020	A five-year Plan which sets out proposals to maintain and improve services during the period 2015 to 2020.
Drought Plan (2013) (Thames Water Utilities)	The Drought Plan sets out the actions to take in the event of a drought to maintain essential supplies of water while protecting the environment.
Draft Strategic Proposals for Sludge Management (Thames Water Utilities) 2008	Thames Water Utilities Ltd. (Thames Water) has developed high-level strategic proposals for sludge management/disposal in our region for the 25 years to 2035. The decision to carry out the strategy development was taken for the following reasons: (1) to provide a broad framework for the specific investment proposals, particularly in the period 2010-2015 for the periodic review of our charges in 2009, and (2) to review the appropriateness of the current strategy (i.e. wherever possible recycle sludge to land) going forward, given the increasing costs and regulatory/other constraints arising from this outlet.
Thames Corridor Catchment Abstraction Management Strategy (CAMS**)**	This guidance on designing developments in a changing climate was published by the Greater London Authority in November 2005. The main actions are summarised in a simple to use checklist, however, it is not intended to be a design manual, although it does contain signposts to more detailed guidance.
Sustainable Remediation Forum UK (SuRF-UK) (2010)	This document presents the first phase of work by the UK Sustainable Remediation Forum (SuRF-UK), which is a framework for assessing the sustainability of soil and groundwater remediation, and for incorporating sustainable development criteria in land contamination management strategies. It helps assessors to identify the optimum land and/or groundwater remediation strategy and/or technique.

LOCAL

Policy or Plan	Summary of objectives and targets
Community	
The Council Plan 2014/15 to 2017/18	The Council Plan is the council's overarching business plan. A Council Plan for 2014/15 to 2017/18 was agreed by Cabinet in July 2014. The council plan describes how we will deliver our fairer future vision through the promises and commitments that we have made to the people of Southwark. It also makes a number of commitments to equality and fairness in line with our approach to equality.
Children and Young People's Plan 2013-2016	This strategy provides a plan for all local services affecting children and young people in Southwark. The aims in the next three years are: improved literacy and numeracy; more things to do; less crime against children and young people; fewer teenagers getting pregnant; and a reduction in the rate of increase of children who are obese.
Southwark Primary and Community Care Strategy 2013-2018	This plan describes Southwark Clinical Commissioning Group's intentions to build strong local services to meet the challenges of improving care over the next five years. It is supports a range of our other plans and priorities as well as reflecting national policies and thinking on the best way to ensure that primary and community care services are fit for the future.
Southwark Statement of Community Involvement (2008)	The Statement of Community Involvement (SCI) sets out how and when Southwark Council involve the community in the alteration and development of town planning documents and applications for planning permission. This ensures there is effective community involvement in the planning process.
Safer Southwark Partnership Action Plan (2013-2015)	The Safer Southwark Partnership (SSP) has agreed minimum standards of service for responding to antisocial behaviour and for victims and witnesses of crime. These are a commitment to residents that the SSP will continue to keep Southwark a safe place to live, work and visit.
Southwark Violent Crime Strategy 2010/2015	The Southwark violent crime strategy 2010/15 detailing how the council, police and other partners in Southwark are tackling violent crime in the borough.
Southwark Statement of Licensing Policy 2016-2020	Section 5 of the Licensing Act 2003 requires each licensing authority to prepare and publish a statement of its licensing policy every five years.
Economy and Employment	
Southwark Employment Land Review (2010)	The study provides an assessment of the quantity, quality and viability of employment land throughout the borough and evaluates the viability of existing (UDP) employment policies as well as informing the LDF evidence base and associated policies.
Southwark Economic Well-being Strategy 2012-2020	Our new strategy sets out what we want to achieve between now and 2020, and how we aim to work across the Council and with our partners in the private, public and voluntary sectors in order to make Southwark a place: • Where people, especially our young people, are equipped with the skills and ambition to make the most of our central London location • Where businesses grow and prosper • Where town centres and high streets thrive • Where our residents are financially independent
Southwark Industrial and Warehousing Land Study (2014)	Southwark Council commissioned GVA to undertake a review of industrial and warehousing land and premises in the borough. The study is an evidence base document and will inform the preparation of future planning policies, as well as a wider employment land

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

Policy or Plan	Summary of objectives and targets
(Southwark) (2013)	residents' health. These factors are green spaces, active travel and transport, surface water flood risk, air quality, healthy food, fuel poverty and overheating. These guides are written for borough Health and Wellbeing Boards, Directors of Public Health, elected members, Regeneration and Planning Officers, Environmental Officers, Health Watch and Clinical Commissioning Groups (CCGs). The guides aim to influence local borough decisions and how budgets are decided and allocated. The hope is to encourage more collaborative work to reinforce London's resilience to changes in climate and improve Londoners' health.
Southwark Alcohol Needs Assessment (2011)	The Alcohol Needs Assessment quantifies the prevalence of alcohol related behaviours, the impact of alcohol on health in Southwark and assesses the services provided to reduce alcohol related harm.
Annual Public Health Report 2010	Life expectancy in Southwark has never been higher, with women in Southwark living to an average of 82.9 years, which is above the national average of 82.3 and men in Southwark living to an average of 77.8 years. However, every year up to 600 people die in Southwark before the age of 75. This year's Annual Public Health Report for Southwark focuses on how GP practices can work with their patients to prevent more early deaths. Southwark's early death rates from heart attack and chronic obstructive lung disease (covering emphysema and bronchitis) was significantly higher than the national average.
Children and Young People's Health Needs Assessment (2010)	A detailed analysis of the demand and performance of Southwark's services and how this contributed to the development of the Children and Young People's Plan 2010-2013.
Southwark Children and Young Peoples Health plan (2010)	This plan sets out how we will improve the wellbeing of children and young people in regard to the five Every Child Matters outcomes: • Be healthy • Stay safe • Enjoy and achieve • Make a positive contribution • Achieve economic wellbeing This plan recognises and addresses the far-reaching implications of statutory changes to children's trusts, local safeguarding children boards, Children and Young People's Plans and the roles of lead members and directors of children's services, which came into force on 1 April 2010.
Southwark Health Profile 2013	This report contains a summary of health and wellbeing issues represented through available statistics obtained from reliable sources. This document forms a part of the suite of documents published as a part of the Joint Strategic Needs Assessment work programme. The document is intended to provide an understanding of the health and well-being of Southwark residents. The content of this report is meant to support the health and social care commissioners; along with other stakeholders in primary, secondary and community care including local voluntary sector agencies.
Pubic Health Observatories: Southwark Health Profile (2014)	This profile gives a picture of people's health in Southwark. It is designed to help local government and health services understand their community's needs, so that they can work to improve people's health and reduce health inequalities.
Public Health Outcomes Framework: Southwark (2013)	The Public Health Outcomes Framework 'Healthy lives, healthy people: Improving outcomes and supporting transparency' sets out a vision for public health, desired outcomes and the indicators that will help us understand how well public health is being improved and protected. The framework concentrates on two high-level outcomes to be achieved across the public health system, and groups further indicators into four 'domains' that cover the full spectrum of public health. The outcomes reflect a focus not only on how long people live, but on how well they live at all stages of life. This profile currently presents data for the first set of indicators at England and upper tier local authority levels, collated by Public Health England. The profile allows you to:

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

Policy or Plan	Summary of objectives and targets
Guidance on Tall Buildings, July 2007, CABE & English Heritage	This document sets out how CABE and Historic England evaluate proposals for tall buildings. It also offers advice on good practice in relation to tall buildings in the planning process.
Heritage in local plans - how to create a sound plan under the NPPF, 2012, English Heritage	This is a guide to local authorities from Historic England on how to achieve the objectives of the NPPF for the historic environment and thereby pass the test for a sound local plan.
Seeing The History In The View: A Method For Assessing Heritage Significance Within Views, June 2011, English Heritage	This document presents a method for understanding and assessing heritage significance within views.
Housing – General	
Southwark Affordable Housing Viability Study (2010)	This report examines in terms of financial viability, the potential for development sites in Southwark to deliver affordable housing at varying percentages and mixes, while maintaining other planning obligations at the current levels as advised.
Southwark Housing Requirements Study (and sub reports) 2010	The study was undertaken to inform local policies, in particular relating to the development plan and housing strategy surrounding affordable housing provision. The study provides a key component of the evidence base required to develop and support a robust policy framework.
Southwark Housing Strategy (2015)	Southwark Council Cabinet agreed Southwark's first long-term housing strategy in January 2015. The Southwark housing strategy to 2043 consists of four principles: • We will use every tool at our disposal to increase the supply of all kinds of homes across Southwark. • We will demand the highest standards of quality, making Southwark a place where you will not know whether you are visiting homes in private, housing association or council ownership. • We will support and encourage all residents to take pride and responsibility in their homes and local area. • We will help vulnerable individuals and families to meet their housing needs and live as independently as possible.
Planning Committee report on Affordable Rent (2011)	This Planning Committee report clarifies the council's affordable housing policies, including the council's current approach in addressing the affordable rent tenure.
Affordable Rent in Southwark Study (2011)	This study looks at the affordability of affordable rent across the nine different postcode areas of Southwark. It models a range of scenarios from 40% to 80% market rents for one, two, three and four bedrooms dwellings. It shows that it will be very difficult for people in housing need to afford the affordable rent model, particularly family homes
Impact of the Affordable Rent tenure on the viability of developments in Southwark (2011)	This study looks at the viability of delivering affordable rent housing in Southwark. It considers the potential for development sites in Southwark to deliver affordable housing at varying percentages and mixes, while maintaining other planning obligations at the current levels as advised.
Southwark Commuted Sums Study 2011	This study looks at how much money could be secured as a pooled contribution in lieu of on-site affordable housing, if a scheme was 100% private housing rather than requiring affordable housing to be on site. It tests the amount of potential pooled contribution that could be viable by testing 35 sites across Southwark. It is part of the evidence base for the draft affordable housing supplementary planning document 2011.
Private Sector Housing Action Plan 2014/15	

Policy or Plan	Summary of objectives and targets
Maximising independence through housing: The older people's housing delivery plan: Southwark Housing Strategy 2009 to 2016 (2012)	This plan covers both the supply of housing for older people and housing support services for older people. These services cross council departments and partner agencies.
Housing – Student accommodation	
Research into the need for additional student housing in Southwark (2008)	London Borough of Southwark undertook research into the need for additional student housing in Southwark in 2008. The study was initiated to inform the comprehensive review of the Southwark Housing Strategy and to inform the preparation of the core strategy. It was produced at the time when the borough was beginning to experience an increasing number of planning applications from developers wishing to build accommodation for students in Southwark. The objective of this study is to report provide consolidated information on: Existing student accommodation in the Borough; the schemes of student housing currently in the pipeline with planning consent to include those under construction and those not yet started; and the student housing schemes with current applications.
Student Implementation Study (2011)	This study looks at how strategic policy 8 of the core strategy on requiring affordable housing within student homes could be implemented. It looks at ways in which the policy can be implemented as well as testing the viability of the policy. It is part of the evidence base for the draft affordable housing supplementary planning document 2011.
Neighbouring boroughs:	
Lewisham Council Sustainable Community Strategy (2008-2020) Our vision 2020: Lambeth Community Strategy (2008-2020) Croydon community Strategy 2010-2015 The City Together Strategy: the Heart of a World Class City 2008-2014 Tower Hamlets Community Plan (2011) Building a better Bromley 2020 (2009) Westminster City Plan (2006-2016)	Every London Borough has a Sustainable Community Strategy that is prepared by the Local Strategic Partnership. Broadly, the role of the strategy is to establish a vision for the how the borough should change over a set period for the benefit of the local community. The strategies are cross-cutting in terms of the themes covered and each is tailored to the key issues in each of the boroughs in question. Subsequent strategies, including Local Plans and other planning documents, should be linked to achieving this vision and where appropriate delivering specific objectives. The sustainable communities strategies for our neighbouring boroughs set the context for much of the partnership working that that we undertake with each other.
Lambeth Core Strategy (2011) and Draft Local Plan (2015) Lewisham Core Strategy (2011) Bromley saved UDP (2006) and emerging Local Plan (2014) The City of London Local Plan (2015) Tower Hamlets Core Strategy (2010)	The Core Strategies and Local Plans of each of the London Boroughs contain their vision for future development, usually over a 10 or 15 year period. They set out the spatial planning policies that establish guidance around strategic issues such as the distribution of housing, delivery of new jobs and economic growth, transport and connectivity, the environment and sustainability and the delivery of new infrastructure. Importantly, the Core Strategies of the various London Boroughs will set out planning issues that could potentially have an impact across administrative boundaries. Where a core strategy has not yet been adopted, the Unitary Development Plan forms the basis of the Local Plan for those boroughs.

Policy or Plan	Summary of objectives and targets
Croydon Strategic Policies Westminster City Plan: Strategic Policies (2013) and saved UDP (2010)	
Open Spaces and Biodiversity	
Southwark Open Space Strategy (2013) and evidence base (2013)	This report provides the evidence base setting out the current position with regard to the provision of open spaces in Southwark, This includes an updated audit of all the existing protected open spaces. The strategy sets out a number of recommendation on improving the quality of the existing open spaces and makes site specific recommendations for the different sub-areas of the borough.
Southwark Physical Activity and Sport Strategy 2014-2017	This study sets out what the council and PRO-ACTIVE Southwark partners will deliver to support more people becoming more active more often.
Southwark Biodiversity Action Plan (2013-2019) and evidence base	A new Biodiversity Action Plan (BAP) has been developed and is in the process of being adopted by the Council. The BAP has been developed by the Southwark Biodiversity Partnership in accordance with national, regional and local legislation and policies. The plans will run from 2012 to 2018. This plan provides information and guidance on protecting, managing and promoting key wildlife habitats and species within London.
Southwark Tree Management Strategy (2011)	A tree management strategy is a policy framework for the trees owned, managed and/or protected by an organisation. Southwark Council's tree management strategy sets out a vision for the next five years and explains how we will achieve this vision. It is a reference document for anyone with an interest in Southwark's trees.
Planning	
New Southwark Plan (preferred option) (2015)	The New Southwark Plan explains the strategy for the regeneration of Southwark and contains area visions setting out aspirations for places, strategic policies setting out the Council's strategy for planning and regeneration. It contains detailed development management policies.
Southwark Core Strategy (2011)	The Core Strategy is a planning document that sets out how Southwark will change up to 2026 to be the type of place set out in our Sustainable Community Strategy (Southwark 2016). It affects everyone living, working and visiting Southwark. The core strategy sets out our long term vision, spatial strategy and strategic policies with an implementation plan up until 2026 to deliver sustainable development.
Southwark Plan Saved Policies (2010)	The Southwark Plan policies are saved where they are consistent with the core strategy.
Area Action Plans	An Area Action Plan (AAP) is a development plan document focused upon a specific location or area subject to conservation or significant change. This could include a major regeneration project or growth area. It ensures development of an appropriate scale, mix and quality for key areas of opportunity, change or conservation. AAPs are subject to independent examination. Peckham and Nunhead Area Action Plan (2014) Aylesbury Area Action Plan (2010) Canada Water Area Action Plan (2012)
Southwark Plan Adopted Policies Map	The adopted proposals map is part of Southwark's Local Plan and shows the proposals and policies for the following adopted plans

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

Policy or Plan	Summary of objectives and targets
Environment Agency summary for Southwark (2011)	This report provides a snapshot of the environment in Southwark. It outlines trends and changes in the environment, and highlights some of the work being carried out in the local areas to improve the environment, and people's experience of it. The report has been compiled as an extension of the London State of the Environment report to provide a local focus on the Boroughs and the health of their environment.
Southwark Energy and Carbon Reduction Strategy (2011)	The Energy and Carbon Reduction Strategy summarises the current situation with regard to carbon emissions in Southwark and sets out a series of recommendations as to how the council can reduce its own emissions
Transport	
Southwark Transport Plan (2011)	The new Transport Plan for Southwark replaces the Local Implementation Plan. The Transport Plan sets out how we will improve travel to, within and from the borough. It also sets out our long term goals and transport objectives for the borough (up to 20 years), a three year programme of investment, and the targets and outcomes we are seeking to achieve. The Southwark Transport Plan responds to the revised Mayor's Transport Strategy (MTS), the emerging Sub-Regional Transport Plans (SRTPs), Southwark's Sustainable Community Strategy and other relevant policies.
Southwark Cycling Strategy (2015)	A strategy setting out objectives to work together in partnership with our neighbouring boroughs, TFL, the police, businesses, organisations and agencies, schools and local community groups and residents to further develop the local cycling economy, invest in cycle friendly infrastructure, promote a cycling culture and ensuring new developments are future proofed for cycling.
Waste	
Southwark Waste Management Strategy: 2003 – 2021	This sets out Southwark council's programme for achieving the waste management targets set out in the GLA Waste Management Strategy.
Infrastructure and Viability	
Southwark Community Infrastructure Levy (Revised Draft CIL Charging Schedule Dec 2014)	The Community Infrastructure Levy (CIL) is a new levy that local authorities can choose to charge on new developments in their area. CIL is a mandatory charge levied on most new developments that involve an increase of 100sqm or more of net additional internal floorspace or development that involves the creation of a new residential unit or more. The money can be used to support development by funding infrastructure that the council, local community and neighbourhoods need.
Southwark Infrastructure Plan	The Infrastructure Plan identifies strategic infrastructure which is needed to support growth and development in the borough over the lifetime of Southwark's Core Strategy (2011-2026). It is a "living document" which will be updated regularly as further details about infrastructure requirement to support growth become clearer.
CIL Viability Further Sensitivity Testing, BNP Paribas, November 2013	This report includes further sensitivity testing to support the proposed Community Infrastructure Levy ('CIL') Revised Draft Charging Schedule.
CIL Viability Study (2014)	This report tests the ability of a range of developments throughout the London Borough of Southwark to yield contributions to infrastructure requirements through the Community Infrastructure Levy ('CIL'). Levels of CIL have been tested in combination with the Council's other planning requirements, including the provision of affordable housing.
Cemetery Strategy (2012)	This Cemetery Strategy seeks to address the chronic shortage of burial space in the borough. The Strategy focuses on practical options for burial within the current cemetery areas within Southwark but also takes account of potential options for burial outside of those areas.
Metropolitan Police Estate – Asset Management Plan (2007)	This document sets out the strategy for improving the Metropolitan Police Estate in Southwark over the next three years. The future estate will be based around the following five operational policing themes: • Safer Neighbourhoods bases

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

Neighbourhood

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

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Appendix 2	The SEA Directive Requirements
Appendix 3	Relevant Plans, Strategies and Programmes
Appendix 4	IIA Appraisal of the AAP options
Appendix 5	IIA Appraisal of the AAP policies
Appendix 6	Mental Well-being Impact Assessment Screening

IIA Appraisal of the AAP options

IIA Objectives							Timescale			Option A
	Theme 1	Theme 2	Theme 3	Theme 4	Theme 5	Theme 6	S	M	L	Commentary on Results
IIA 1 To tackle poverty and encourage wealth creation	✓	x	x	-	-	-	-	-	x	The OA has relatively high levels of deprivation and without significant interventions to existing policies; the area is unlikely to be improved significantly through access to housing and an improved living environment. The area would be unlikely to change significantly in relation to encouraging wealth creation, for example opportunities for new shops, community and leisure facilities would be limited. The decline in demand for industrial land may reduce the appeal and opportunities in the area in the long term which could affect opportunities for young people. However in the short and medium term there may be retention in the number of industrial sector jobs or a slight loss with general decline. This could also limit the ease of access to facilities for residents with disabilities or pregnant women. It could have an adverse impact on the health of residents due to lack of interventions on the Old Kent Road traffic and industrial uses.
IIA 2 To improve the education and skill of the population	-	x	x	-	-	-	-	-	x	There would be fewer opportunities for training and apprenticeships as a result of new development and the general decline or stagnancy with existing industrial areas. BME groups are strongly represented in the population statistics for the area and lack of access to education or new skills could have an impact on young people in these groups and young people in general.
IIA 3 To improve the health of the population	x	x	-	x	x	x	-	x	x	In the OA people in bad health are slightly above the average for London. In this scenario there are fewer opportunities for improving and providing new health facilities, new green spaces and leisure facilities which can help decrease lifestyle risk factors such as smoking, poor diet, substance misuse and lack of exercise. Poor health can be exacerbated by socio-economic challenges such as poor housing and unemployment and in this scenario there are fewer opportunities for significant improvement to the OA.
IIA 4 To reduce the incidence of crime and the fear of crime	-	x	-	-	-	-	-	-	x	The relatively high levels of deprivation in the area highlight particular issues in income and crime levels. Young single people aged 18-35 in rented accommodation are more likely to be victims of high rates of crime. Without significant improvements to the public realm across the OA including safety features, it is unlikely crime would be substantially reduced for the benefit of residents.
IIA 5 To promote social inclusion, equality, diversity and community cohesion	-	-	-	✓	-	-	✓	✓	✓	The OA has a number of existing community networks and a diverse population. There are high numbers of faith premises in the area which benefit many religious groups. The AAP would have the opportunity to promote these networks and improve social cohesion.
IIA 6 To reduce contributions to climate change	-	-	x	-	xx	-	-	-	-	There would be fewer opportunities to improve green energy in this scenario as redevelopment is less likely to occur and existing buildings are unlikely to be refurbished. Cycling and walking could be encouraged however car use would remain the dominant mode of transport in the OA. This may have a longer term impact on the health of the population through pollutants and harmful emissions from industry, traffic and domestic life. There would be less impact on climate change in the short term as less construction would occur.
IIA 7 To improve the air quality	-	x	-	xx	xx	xx	-	x	xx	The OA corridor has very high levels of air pollution predominantly caused by high levels of traffic and congestion. Without significant improvements to reduce car use and improve modes of public transport this is unlikely to change significantly. Poor air quality has a detrimental effect on the health of the population and particular groups could be more vulnerable such as older people, children, pregnant women, people with a long term illness and the homeless.
IIA 8 To avoid waste and maximise, reuse or recycle waste arising as a resource	✓	✓	✓	✓	✓	✓	✓	✓	✓	The area benefits from the Southwark Integrated Waste Management Facility which recycles and diverts waste away from landfill. This facility benefits the whole of the borough. The AAP could seek to improve waste management in industrial and residential areas, benefiting the cleanliness and sustainability of the area, which would in turn benefit the health of the population.
IIA 9 To encourage sustainable use of water resources	-	-	✓	-	-	✓	-	-	-	The demand for water is likely to slightly increase with some new development, and the AAP can encourage sustainable reuse of water and use of rainwater limiting the impact on surface and groundwater in new development. The sustainable use of water would benefit the health of the population.
IIA 10 To maintain and enhance the quality of land and soils	-	-	x	x	-	x	-	-	x	There will be fewer opportunities to make effective use of land through redevelopment and remediate issues of contamination which may affect many industrial areas around the OA. Soil quality is unlikely to improve with fewer opportunities for green spaces. Exposure to contamination would have an adverse impact on health, particularly on more vulnerable groups.
IIA 11 To protect and enhance quality of landscape and townscape	✓	x	-	-	-	x	-	-	x	There would be fewer opportunities to enhance the quality of townscape and landscape with the majority of industrial areas remaining in situ and limiting the creation of a network of streets, improved connectivity and new green spaces. This would limit the opportunity to improve health and wellbeing and security, which could affect groups such as the homeless, women, older people and those with physical disabilities.
IIA 12 To conserve and enhance the historic environment and cultural assets	-	✓	-	-	-	-	-	✓	✓	Historic assets such as listed buildings and conservation areas will remain relatively unaffected by this scenario, and the emphasis in the AAP would be to preserve historic assets. However there would be limited ability to enhance and highlight heritage assets in place-making for the area. There would be fewer opportunities to promote new cultural, leisure and sports facilities which would not enhance the health of the population and provide facilities for children and young adults.
IIA 13 To protect and enhance open spaces, green	-	x	-	x	x	x	-	-	x	There would be fewer new green spaces and green infrastructure provided in this scenario, and the OA is not currently well served by green spaces and opportunities to improve biodiversity. The lack of provision of green spaces could impact on the

corridors and biodiversity										long term health and wellbeing of the population particularly due to proximity to heavy traffic.
IIA 14 To reduce vulnerability to flooding	-	✓	✓	✓	-	✓	✓	✓	✓	The Southwark Local Flood Risk Management Strategy seeks to manage the effects of pluvial and surface water flooding in the OA. Managing the impact of flood risk improves safety for local people. In this scenario there may be fewer opportunities for the implementation of natural flood risk management such as SUDS.
IIA 15 To provide everyone with the opportunity to live in a decent home	✓	✓	-	-	-	✓	-	✓	✓	In this scenario there would be some opportunities for new housing however this would need to be carefully balanced with the proximity to existing industrial areas. Improvements to living conditions and public realm would be provided at a more site specific level. Providing good quality housing benefits the health and wellbeing for many groups including families, children and older people, and people with specialist needs such as those with learning or physical disabilities.
IIA 16 To promote sustainable transport and minimise the need to travel by car	-	x	-	x	x	x	-	x	x	The use of the private vehicle is likely to remain the dominant mode of transport and traffic levels of the Old Kent Road and use of heavy vehicles to service industrial areas is unlikely to change significantly. It would be difficult to promote more walking and cycling without significant interventions to the transport network to improve connectivity. This could have an impact on the health and safety of local people, such as older people and children who are more likely to be involved in road traffic accidents. The area would benefit from improvements to bus networks particularly if bus rapid transit was introduced.
IIA 17 To provide the necessary infrastructure to support existing and future development	✓	x	-	✓	x	x	-	✓	-	Future development is more likely to be supported by existing infrastructure or improvements to existing facilities such as schools and health facilities through CIL/S106 in the longer term. It is unlikely large scale infrastructure improvements to transport, green space or community facilities could be provided. This has a limited impact on achieving significant improvements for the community through new facilities, infrastructure or improving health.

IIA Objectives							**Timescale**			**Option B**
	Theme 1	**Theme 2**	**Theme 3**	**Theme 4**	**Theme 5**	**Theme 6**	**S**	**M**	**L**	**Commentary on Results**
IIA 1 To tackle poverty and encourage wealth creation	✓	✓	✓	✓	✓	✓	-	?	✓	This scenario would involve the loss of industrial land along with jobs in those particular sectors which may be difficult to replace in mixed use development. However will be more job opportunities in this scenario benefiting groups such as young people through apprenticeships, the unemployed and low income groups improving levels of deprivation. It will diversify the economy and increase the number of higher paid jobs in the area as technical, digital and professional service industries. It will improve local facilities and public transport in the area lowering costs for residents and requiring less need to travel further afield for shopping, community, health and leisure facilities. This would benefit many groups including disabled people, pregnant women and young adults. There may be better provision of facilities for those on low incomes or with specialist needs such as alcohol and drug problems, people who experience domestic violence or people with a long term illness.
IIA 2 To improve the education and skill of the population	-	✓✓	✓✓	✓✓	✓	-	-	✓✓	✓✓	There would be more opportunities for training and apprenticeships as a result of new development and new jobs in mixed use neighbourhoods. Redevelopment of industrial land would bring change in the type of jobs available and improve the floorspace to jobs ratio however it would be important to maintain industries which service central London and contribute to the current function of the OA as an industrial area. BME groups are strongly represented in the population statistics for the area and improved access to education or new skills would have a positive impact on young people in these groups and young people in general as well as the unemployed and those on low incomes.
IIA 3 To improve the health of the population	✓	✓✓	✓	✓✓	✓✓	✓✓	-	✓✓	✓✓	In the OA people in bad health are slightly above the average for London. In this scenario there are many more opportunities for improving and providing new health facilities, new green spaces and leisure facilities which can help decrease lifestyle risk factors such as smoking, poor diet, substance misuse and lack of exercise. Poor health can be exacerbated by socio-economic challenges such as poor housing and unemployment and in this scenario there are more opportunities for significant improvements to the OA. Improvements to access to health facilities, better quality housing, employment opportunities, better public transport and new green spaces would improve physical and mental health. Improving connectivity and green routes lessens to the impact of vehicular pollutants and better air quality and would particularly benefit disabled people and pregnant women.
IIA 4 To reduce the incidence of crime and the fear of crime	✓	✓✓	✓	✓	✓	✓✓	-	✓	✓✓	The relatively high levels of deprivation in the area highlight particular issues in income and crime levels. Young single people aged 18-35 in rented accommodation are more likely to be victims of high rates of crime. Improvements to public transport accessibility, new and safer routes and safety features would significantly reduce the risk of crime. Introducing residential areas and new streets to existing large scale and quiet industrial areas would improve the amount of footfall and overlooking of public areas improving public realm and safety.
IIA 5 To promote social inclusion, equality, diversity and community cohesion	✓	✓✓	✓	✓	✓	✓	-	?	✓	The OA has a number of existing community networks and a diverse population. There are high numbers of faith premises in the area which benefit many religious groups. The AAP would need to ensure the existing community networks are maintained and improved in redevelopment. There would be significantly more opportunities for new community space suited to a range of groups and improving areas in which people can meet, in formal and informal settings, such as outdoor public spaces, restaurants, cafes, pubs, faith premises and community halls. The redevelopment opportunities will reduce physical barriers and severance improving the layout of the streets and promoting social interaction.
IIA 6 To reduce contributions to climate change	x	x	-	-	✓	x	x	-	✓	There would be significantly more opportunities to improve green energy in this scenario through requiring new development to meet high standards of sustainability, renewable energy and efficient use of resources. Two new underground stations and improved surface transport would reduce the reliance on the private car reducing emissions from vehicles. New walking and

										cycling routes would also be provided improving sustainable modes of transport. This would improve the health of the population by reducing exposure to pollutants and harmful emissions from industry, traffic and domestic life. The densification of under utilised land and improved performance of new development can enable long term carbon savings. In the short term the embodied carbon emissions in demolition and construction will adversely contribute to climate change
IIA 7 To improve the air quality	x	-	-	-	✓✓	-	x	?	✓✓	The AAP would encourage a reduction in the number of journeys made by car by the introduction of the BLE and two new underground stations, as well as significant improvements to the walking and cycling network and surface transport. This would improve air quality in the area if car journeys are reduced although the Old Kent Road will remain a key vehicular route in and out of London. Improvements to air quality and less exposure to vehicular and industrial emissions will improve the health of the population particularly older people, children, pregnant women, people with a long term illness and the homeless. It will be important to manage the impacts of construction on air quality and the long term sensitivity of intensified development to the existing poor air quality in the area and achieve improvements if possible.
IIA 8 To avoid waste and maximise, reuse or recycle waste arising as a resource	x	-	-	-	-	x	x	-	?	The AAP would need to promote the reduction of waste in construction particularly as large scale change is envisaged. The waste disposal and recycling facilities for commercial and residential development would need to be carefully managed in mixed use schemes. Additional population levels will increase waste from both commercial and domestic developments. It will be important to maximise the reuse and recycling of waste during construction and in new development.
IIA 9 To encourage sustainable use of water resources	x	x	-	-	-	x	-	-	?	The demand for water and foul sewage disposal is likely to increase with significant levels of new development, and the AAP would need to encourage sustainable reuse of water and use of rainwater limiting the impact on surface and groundwater in new development. The sustainable use of water would benefit the health of the population.
IIA 10 To maintain and enhance the quality of land and soils	✓	✓✓	✓✓	✓	-	✓✓	✓	✓✓	✓✓	There will be many more opportunities to make effective use of land through reuse of previously developed land and remediate issues of contamination which may affect many industrial areas around the OA. Soil quality will improve with more opportunities for new green spaces. Remediation of the effects of contamination would have a positive impact on health, particularly on more vulnerable groups.
IIA 11 To protect and enhance quality of landscape and townscape	✓✓	✓✓	✓	✓✓	✓✓	✓✓	✓	✓✓	✓✓	There would be many more opportunities to enhance the quality of townscape and landscape creating a new network of streets, improved connectivity and new green spaces. Sustainable construction techniques would be encouraged. Tall buildings would need to be carefully considered in terms of local and strategic views and ensuring public realm on ground level remains high quality and well used. This would create opportunities to improve health and wellbeing and security, which could affect groups such as the homeless, women, older people and those with physical disabilities.
IIA 12 To conserve and enhance the historic environment and cultural assets	✓	?	-	✓	-	✓	-	-	✓	The AAP would present the opportunity to enhance and highlight heritage assets in place-making for the area. However large scale regeneration would need to carefully consider impact on adjoining conservation areas and listed buildings. There would be many more opportunities to promote new cultural, leisure and sports facilities which would enhance the health of the population and provide facilities for children and young adults.
IIA 13 To protect and enhance open spaces, green corridors and biodiversity	✓	✓✓	✓	✓✓	✓✓	✓✓	-	✓	✓✓	There would be improved access to green spaces and new parks and green infrastructure provided in this scenario creating opportunities to improve biodiversity. The provision of green spaces would improve the long term health and wellbeing of the population and may benefit children through provision of new play spaces. It would be vital to balance new high density development with increased population levels with an appropriate level and quality of green spaces that improves the townscape particularly around tall buildings.
IIA 14 To reduce vulnerability to flooding	-	✓	-	✓	-	✓	✓	✓	✓	The effects of pluvial and surface water flooding in the OA would need to be carefully considered to reduce the impact of flood risk and improve safety for local people. In this scenario there may be more opportunities for the implementation of natural flood risk management such as SUDS.
IIA 15 To provide everyone with the opportunity to live in a decent home	✓✓	✓✓	✓	✓✓	✓	✓	✓	✓✓	✓✓	In this scenario there would be major opportunities for new housing significantly improving the supply in Southwark and meeting local housing need as well as providing new affordable homes. New housing would meet appropriate space standards and provide a mix of size and tenures, using good quality materials to provide decent homes for all. High quality design of the public realm in residential schemes will also improve living conditions. There will need to be careful management of mixed uses in this scenario so that other uses such as employment, leisure, retail, education or community uses combined with residential remain compatible and appropriately managed. Providing good quality housing benefits the health and wellbeing for many groups including families, children and older people, and people with specialist needs such as those with learning or physical disabilities.
IIA 16 To promote sustainable transport and minimise the need to travel by car	✓	✓✓	✓	✓	✓✓	✓✓	-	✓✓	✓✓	There would be significant improvements to public transport and reducing the need to travel by car by the introduction of the BLE and two new underground stations, improved walking and cycling routes and improved surface transport and buses. Improvements to crossing points and pedestrian connectivity along the Old Kent Road as well as better management of surface transport and junctions will reduce road traffic accidents. This would significantly improve the health and safety of local people, such as older people and children who are more likely to be involved in road traffic accidents. Better accessibility will also benefit groups such as people on low income, the unemployed, residents, disabled people and older adults.
IIA 17 To provide the necessary infrastructure to support existing and future development	✓	✓✓	✓	✓	✓✓	✓✓	-	✓✓	✓✓	Large scale infrastructure improvements to transport, green space and community facilities would be provided to support revitalised neighbourhoods. In this scenario it is likely a review of CIL would take place to help fund large scale infrastructure improvements in the OA. This would benefit all groups and improve accessibility to health and social facilities.

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IIA Appraisal of the AAP policies

IIA Objectives	Vision and objectives	Timescale S	Timescale M	Timescale L	Draft AAP policies Commentary on Results
IIA 1 To tackle poverty and encourage wealth creation	✓✓	-	✓✓	✓✓	Doubling the number of jobs in the area would create more employment opportunities overall. Increasing the range of different types of employment spaces and jobs across retail, office, creative and industrial sectors would enable more local people to be able to access these opportunities. Sustaining existing business networks in the area would underpin this diversity and reduce relocations from the area so travelling to existing jobs remains convenient for local people. Supporting delivery of the Bakerloo line would speed up the delivery of employment and wealth creation. Creating more accessible shops and services in the new town centre, would decrease the cost of accessing these amenities.
IIA 2 To improve the education and skill of the population	✓✓	-	✓	✓✓	Creating an environment for people to fulfil their potential would encourage the uptake of education and training opportunities. Two new primary schools, the expansion of existing primary schools and a new secondary school would increase the educational options for local children and young people. A network of arts and cultural facilities for continuous learning would offer development opportunities amongst the adult population. Attract a higher education institution to the area would bring a range of direct or indirect educational and training opportunities closer to local people and support the citywide educational offer.
IIA 3 To improve the health of the population	✓✓	-	✓	✓✓	Promoting physical activity and social interaction would help deliver key health priorities of tackling obesity and associated diseases, poor mental health and social isolation. Creating mixed use, higher density, car free and walkable development would encourage both physical activity and social interaction, as would making sports, arts and leisure facilities in schools available to local people. A new town centre with leisure, entertainment, recreation and play facilities available at a range of time would improve the convenience of pursuing healthy behaviours. Co-location of schools and older people's accommodation could benefit the health and wellbeing of children and older people in particular. A new community health hub focused on health improvement as well as essential primary care services would help prevent poor health and encourage wellbeing.
IIA 4 To reduce the incidence of crime and the fear of crime	✓	-	✓	✓	Creating an environment where people feel safe to walk would help decrease the fear of crime and opportunities for crime. A new town centre and mixed use neighbourhoods would encourage development with more active frontages and overlooking of public spaces and walking routes.
IIA 5 To promote social inclusion, equality, diversity and community cohesion	✓	?	✓	✓✓	With an overarching goal to benefit existing communities the plan would support inclusion of existing residents, the diversity of people among existing communities and cohesion between existing residents and newcomers to the area. 7,000 new affordable homes of a mix of home types and sizes would give more people the opportunity to live at the centre of the city and access all the amenities and opportunities that offers. The innovative mixing of land uses would support greater interaction between resident and business communities. A new major town centre with a greater variety of shops and leisure, entertainment, recreation and play facilities open at different times would allow greater and more equitable access. As would making sports, arts and leisure facilities in schools open to the wider community. Co-location of schools and older people's accommodation would support greater inclusion of older people. A network of arts and cultural facilities and a more diverse range of workplaces would increase work and training opportunities for all ages. In the short term residents may experience disturbance from high levels of construction, mitigated as far as possible through thorough engagement.
IIA 6 To reduce contributions to climate change	✓	?	✓	✓	Creating car free residential development, improved public transport and encouraging sustainable transport by mixing land uses at high density would contribute to carbon emission reductions. In the short term high levels of demolition and construction may contribute to emissions.
IIA 7 To improve the air quality	✓	?	✓	✓✓	The Old Kent Road area suffers from poor air quality and high levels of construction may constrain improvements to air quality in the short term. Car free residential development, electric vehicles for commercial development and encouraging TfL to use a low emission bus fleet would contribute to reductions in air pollution. Locating schools away from main roads and creating new green links would reduce the exposure of people to poor air quality.
IIA 8 To avoid waste and maximise, reuse or recycle waste arising as a resource	-	-	-	-	
IIA 9 To encourage sustainable use of water resources	-	-	-	-	
IIA 10 To maintain and enhance the quality of land and soils	✓✓	✓	✓	✓✓	Redevelopment of land in the area at optimum densities would make more efficient use of land. Redevelopment presents the opportunity to remediate contaminated land and improve soil quality with green infrastructure.

IIA 11 To protect and enhance quality of landscape and townscape	✓✓	✓	✓	✓✓	Integrating and celebrating the industrial heritage of the area with new development and creating new parks as part of a greener belt would enhance the townscape.
IIA 12 To conserve and enhance the historic environment and cultural assets	✓✓	✓	✓	✓✓	Increasing the profile of Old Kent Road as a cultural destination and attracting a major cultural venue would enhance the cultural assets of the area. Integrating and celebrating the area's industrial heritage with development, protecting heritage assets and finding new uses for old buildings would conserve and enhance the historic environment.
IIA 13 To protect and enhance open spaces, green corridors and biodiversity	✓✓	-	✓	✓✓	Three new parks, other new green spaces and green links creating a greener belt for biodiversity as well as benefitting residents would expand and enhance the green infrastructure network in the area.
IIA 14 To reduce vulnerability to flooding	-	-	-	-	
IIA 15 To provide everyone with the opportunity to live in a decent home	✓✓	✓	✓✓	✓✓	20,000 new homes including 7,000 affordable homes of a mix of types and sizes would give people from all backgrounds the opportunity to live in the area. High standards for new housing would mean that these would be decent homes. Support for the Bakerloo line extension would speed up the delivery of new homes.
IIA 16 To promote sustainable transport and minimise the need to travel by car	✓✓	✓	✓✓	✓✓	Delivering car free homes would encourage sustainable transport by new residents. Encouraging walking and cycling more widely, improving surface level public transport and extending the Bakerloo line would increase sustainable transport use more broadly and minimise the need to travel by car.
IIA 17 To provide the necessary infrastructure to support existing and future development	✓✓	-	✓✓	✓✓	The plan would support infrastructure improvements including the Bakerloo line extension, enhanced surface-level public transport, the expansion and construction of new schools, a new community health hub, new parks, green spaces and green links for walking and cycling and new leisure facilities.

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

IIA 11 To protect and enhance quality of landscape and townscape	-	-	-	-	
IIA 12 To conserve and enhance the historic environment and cultural assets	-	-	-	-	
IIA 13 To protect and enhance open spaces, green corridors and biodiversity	-	-	-	-	
IIA 14 To reduce vulnerability to flooding	✓	-	✓	✓	Delivering sufficient wastewater infrastructure capacity would reduce the risk of surface water flooding.
IIA 15 To provide everyone with the opportunity to live in a decent home	-	-	-	-	
IIA 16 To promote sustainable transport and minimise the need to travel by car	✓	-	✓	✓✓	Extension of the Bakerloo line and creation of transport interchanges at stations would encourage the use of public transport.
IIA 17 To provide the necessary infrastructure to support existing and future development	✓✓	✓	✓✓	✓✓	Ensuring development is in conformity with masterplans and site allocations would coordinate the delivery of the land uses and their supporting infrastructure anticipated by the plan. Working with infrastructure, digital infrastructure and utility companies and neighbouring boroughs would help ensure that sufficient physical and social infrastructure for largescale development is in place.

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

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

IIA Objectives	Quality affordable homes	Timescale			Draft AAP policies
		S	M	L	Commentary on Results
IIA 1 To tackle poverty and encourage wealth creation	✓	-	✓	✓	Delivering development that provides space for employment as well as homes would help increase the job opportunities in the area. Delivering 7,000 affordable homes and further endeavouring for 50% of all homes to be affordable would contribute to tackling housing poverty.
IIA 2 To improve the education and skill of the population	-	-	-	-	
IIA 3 To improve the health of the population	✓	-	✓	✓✓	High density development would support walking for more active lifestyles. Delivering homes for all people would provide the opportunity for people to remain or move to the area and benefit from the healthy environment created through redevelopment. Ensuring vulnerable residents are helped to live independently would support their health and wellbeing.
IIA 4 To reduce the incidence of crime and the fear of crime	-	-	-	-	
IIA 5 To promote social inclusion, equality, diversity and community cohesion	✓	-	✓	✓✓	Delivering 7,000 Affordable homes and endeavouring for 50% of homes to be affordable would give people on lower incomes the opportunity for a home in the area and support diversity in the population. 4,000 family homes would give that opportunity to households with children and 2,000 accessible and adaptable homes to people with disabilities. Ensuring vulnerable residents are helped to live independently would make the area more inclusive. Enabling residents to take pride in their homes and the area would support community cohesion.
IIA 6 To reduce contributions to climate change	-	-	-	-	
IIA 7 To improve the air quality	-	-	-	-	

IIA 8 To avoid waste and maximise, reuse or recycle waste arising as a resource	-	-	-	-	
IIA 9 To encourage sustainable use of water resources	-	-	-	-	
IIA 10 To maintain and enhance the quality of land and soils	✓	✓	✓	✓	High density development would make efficient use of land.
IIA 11 To protect and enhance quality of landscape and townscape	-	-	-	-	
IIA 12 To conserve and enhance the historic environment and cultural assets	-	-	-	-	
IIA 13 To protect and enhance open spaces, green corridors and biodiversity	-	-	-	-	
IIA 14 To reduce vulnerability to flooding	-	-	-	-	
IIA 15 To provide everyone with the opportunity to live in a decent home	✓✓	✓	✓✓	✓✓	Delivering 20,000 new homes of every kind, including 7,000 affordable homes, 4000 family homes and 2000 accessible and adaptable homes would greatly increase opportunities to live in the area for diverse groups of people. Endeavouring for 50% of homes to be affordable would extend those opportunities as far as possible to people on lower incomes. Ensuring housing across different tenures meets the same high quality standards would ensure that all new homes are decent homes.
IIA 16 To promote sustainable transport and minimise the need to travel by car	✓	✓	✓	✓	High density development would encourage walking, cycling and public transport use.
IIA 17 To provide the necessary infrastructure to support existing and future development	-	-	-	-	

IIA Objectives	Strong Local Economy	Timescale			Draft AAP policies
		S	M	L	Commentary on Results
IIA 1 To tackle poverty and encourage wealth creation	✓✓	✓	✓✓	✓✓	Creating 10,000 new jobs by 2036 by retaining and increasing floorspace and increasing jobs density would greatly increase employment opportunities in the area. Delivering a more diverse mix of light industrial, offices, manufacturing, distribution, and creative workspaces suitable for occupiers would make these opportunities accessible to people from different groups. The creation of a new major town centre with jobs in retail, leisure, education, health and entertainment would also diversify the jobs offer. Space for existing small and independent businesses to grow through retention, managed relocation and provision of managed workspace and affordable workspace would support local wealth creation and a healthy local economy.
IIA 2 To improve the education and skill of the population	✓	-	✓	✓	Working with businesses to deliver specific training to enable access to new job opportunities would build work skills of residents. Informal education in a network of cultural spaces would improve the wellbeing of people of all ages.
IIA 3 To improve the health of the population	✓✓	-	✓	✓✓	The innovative mixing of uses and an improved pedestrian environment both on the Old Kent Road and in a wider network of shopping frontages, streets and squares across new town centre would encourage walking for active lifestyles. The creation of spaces to gather and socialise in the town centre would encourage social interaction. More opportunities for leisure, entertainment, recreation, play and culture would support improved wellbeing. A new community health hub would improve the delivery of primary and community healthcare services and support health improvement and healthy lifestyles.
IIA 4 To reduce the incidence of crime and the fear of crime	-	-	-	-	
IIA 5 To promote social inclusion, equality, diversity and community cohesion	✓	-	✓	✓	Increasing the numbers and types of jobs in the area would create more opportunities for working age people of all backgrounds. Affordable workspace for non-profits could provide accommodation for community groups and organisations that support diversity in the local population. Convenient facilities would make town centre amenities more accessible and inclusive. Space to gather and socialise and for events would encourage community cohesion.

IIA 6 To reduce contributions to climate change	✓	-	✓	✓	Transforming the format of retail from car-based warehouses to city centre shops and an environment to encourage walking would discourage private car use and contribute to carbon emission reductions/
IIA 7 To improve the air quality	?	x	?	-	The Old Kent Road suffers form poor air quality and increasing pedestrian activity on the road could risk increased exposure to air pollution. In the medium to long-term this would be mitigated by the improvements to air quality sought by other policy in the plan.
IIA 8 To avoid waste and maximise, reuse or recycle waste arising as a resource	-	-	-	-	
IIA 9 To encourage sustainable use of water resources	-	-	-	-	
IIA 10 To maintain and enhance the quality of land and soils	✓	✓	✓	✓	Delivering an innovative mix of land uses would encourage the efficient use of land.
IIA 11 To protect and enhance quality of landscape and townscape	✓	✓	✓	✓	Development creating a more attractive street environment with buildings of an innovative design would improve the townscape.
IIA 12 To conserve and enhance the historic environment and cultural assets	✓	-	✓	✓	Stitching together the historic high street with new shopping frontages on the Old Kent Road would enhance the historic environment by recovering the character of the street that has been lost. Raising the profile of the area as a cultural destination would improve its cultural assets.
IIA 13 To protect and enhance open spaces, green corridors and biodiversity	-	-	-	-	
IIA 14 To reduce vulnerability to flooding	-	-	-	-	
IIA 15 To provide everyone with the opportunity to live in a decent home	-	-	-	-	
IIA 16 To promote sustainable transport and minimise the need to travel by car	✓	-	✓	✓	Mixing land uses and providing improved pedestrian routes would encourage walking and discourage car use.
IIA 17 To provide the necessary infrastructure to support existing and future development	-	-	-	-	

IIA Objectives	**Cleaner, greener, safer**	**Timescale**			**Draft AAP policies**
		S	**M**	**L**	**Commentary on Results**
IIA 1 To tackle poverty and encourage wealth creation	-	-	-	-	
IIA 2 To improve the education and skill of the population	-	-	-	-	
IIA 3 To improve the health of the population	✓✓	-	✓	✓✓	Reintegrating the urban environment and designing new buildings so that people can walk and cycle around easily would encourage physical activity. Providing leisure facilities and fun environments that encourage exercise would also enable active lifestyles. Delivering 5 sqm of open space per dwelling, green routes and urban greening would also benefit mental health by creating visible natural features in the townscape.
IIA 4 To reduce the incidence of crime and the fear of crime	✓	-	-	✓	Reintegrating the urban environment would encourage more people to walk and reduce the fear of crime.
IIA 5 To promote social inclusion, equality, diversity and community cohesion	✓	-	✓	✓	Celebrating heritage in the character of redevelopment and integrating development with existing neighbourhoods would encourage community cohesion.

IIA 6 To reduce contributions to climate change	✓	-	✓	✓	Delivering energy centres and decentralised heat networks would provide new development with more energy efficient power and contribute to carbon emission reductions. Zero and low carbon mitigation methods would allow air quality to be addressed without increasing carbon emissions.
IIA 7 To improve the air quality	✓	-	✓	✓	Urban greening would improve air quality. 3D modelling of development impacts would avoid or mitigate air pollutant hot spots. Serving new commercial development with the least polluting vehicles would prevent them from worsening air quality.
IIA 8 To avoid waste and maximise, reuse or recycle waste arising as a resource	-	-	-	-	
IIA 9 To encourage sustainable use of water resources	-	-	-	-	
IIA 10 To maintain and enhance the quality of land and soils	✓	✓	✓	✓	Providing 5 sqm of open space per dwelling, green routes and urban greening would create areas of enhanced soil quality.
IIA 11 To protect and enhance quality of landscape and townscape	✓✓	✓	✓	✓✓	Locating tall buildings according to a design strategy with stepped building height tiers, landmarks at crossings and stations and proportionate open space would enhance the townscape. Open spaces and green routes would make landscaping central to the character of new neighbourhoods. The use of high quality external building materials would enhance the built environment.
IIA 12 To conserve and enhance the historic environment and cultural assets	✓✓	-	✓	✓✓	Protecting heritage and guiding development with masterplans for heritage-led regeneration would enhance the historic environment. Identifying and protecting locally important historic buildings would preserve these heritage assets.
IIA 13 To protect and enhance open spaces, green corridors and biodiversity	✓✓	✓	✓	✓✓	Creating proportionate open space with tall buildings and 5 sqm of open space per dwelling, green corridors and urban greening would greatly enhance the green infrastructure network in the area. Protecting existing open spaces and trees would preserve existing components of the network.
IIA 14 To reduce vulnerability to flooding	-	-	-	-	Ensuring that drainage from development achieves 100% greenfield runoff rates and a minimum of 70% greenfield run off rates onsite using sustainable urban drainage systems would reduce the risk of surface water flooding.
IIA 15 To provide everyone with the opportunity to live in a decent home	-	-	-	-	
IIA 16 To promote sustainable transport and minimise the need to travel by car	✓	-	✓	✓✓	Reintegrating the urban environment so that people can walk and cycle around new and existing neighbourhoods easily would encourage sustainable travel.
IIA 17 To provide the necessary infrastructure to support existing and future development	✓✓	✓	✓✓	✓✓	Delivering tall buildings at crossings and stations would locate the most intense areas of development where they can best access new and improved transport infrastructure. Providing an energy centre and decentralised heat networks, green infrastructure and sustainable urban drainage systems would support development with essential new infrastructure.

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

IIA 5 To promote social inclusion, equality, diversity and community cohesion	✓	-	✓	✓✓	Delivering the health plan would ensure development benefits existing residents as well as newcomers, tackling health inequalities and supporting community cohesion. Social interaction across communities would also be facilitated in new affordable places to meet throughout the seasons.
IIA 6 To reduce contributions to climate change	-	-	-	-	
IIA 7 To improve the air quality	✓	-	✓	✓	Delivering the health plan would ensure that new buildings minimise residents' exposure to harmful air pollutants.
IIA 8 To avoid waste and maximise, reuse or recycle waste arising as a resource	-	-	-	-	
IIA 9 To encourage sustainable use of water resources	-	-	-	-	
IIA 10 To maintain and enhance the quality of land and soils	-	-	-	-	
IIA 11 To protect and enhance quality of landscape and townscape	-	-	-	-	
IIA 12 To conserve and enhance the historic environment and cultural assets	-	-	-	-	
IIA 13 To protect and enhance open spaces, green corridors and biodiversity	✓✓	✓	✓	✓✓	The plan would deliver access to more and better green spaces, including new parks and improvements to existing parks.
IIA 14 To reduce vulnerability to flooding	-	-	-	-	
IIA 15 To provide everyone with the opportunity to live in a decent home	✓	✓	✓	✓	Delivering the health plan would ensure that residents benefit from new affordable housing and improved conditions in existing properties.
IIA 16 To promote sustainable transport and minimise the need to travel by car	✓	-	✓	✓	Delivering the health plan would ensure that walking and cycling are safe, convenient and pleasurable activities.
IIA 17 To provide the necessary infrastructure to support existing and future development	✓✓	-	✓✓	✓✓	The plan would support development with health facilities integrated with other community services in a hub in the town centre, an accessible location for new and existing residents.

IIA Objectives		**Timescale**			**Draft AAP policies**
	Best start in life	**S**	**M**	**L**	**Commentary on Results**
IIA 1 To tackle poverty and encourage wealth creation	✓	-	✓	✓	New early years childcare places would allow parents to choose to work.
IIA 2 To improve the education and skill of the population	✓✓	✓	✓✓	✓✓	Education choices would be improved and match the level of housing growth with the expansion of existing schools and the provision of 2 new primary schools and a new secondary school. Learning conditions would be supported by schools that meet high design standards responding to context, protecting pupils from air pollution, including safe and welcoming entrances, safeguarding children and protecting privacy of neighbours and providing light, airy and connected teaching rooms. New and improved higher and further education facilities would bring opportunities to continue education closer to residents.
IIA 3 To improve the health of the population	✓	-	✓	✓	Improvement of child and youth play space in existing parks and sharing indoor and outdoor facilities in schools for community use would support physical activity and social interaction. Good-sized entrances to schools located away from busy junctions would encourage walking to school.
IIA 4 To reduce the incidence of crime and the fear of crime	✓	-	✓	✓	Designing schools for safeguarding and protecting privacy of neighbours would prevent opportunities for crime.

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

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

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

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

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

development					

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

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

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

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

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

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

DRAFT OLD KENT ROAD AAP/OAPF Integrated Impact Assessment Appendices

No.	Title
Appendix 1	Scoping report consultation summary
Appendix 2	The SEA Directive Requirements
Appendix 3	Relevant Plans, Strategies and Programmes
Appendix 4	IIA Appraisal of the AAP options
Appendix 5	IIA Appraisal of the AAP policies
Appendix 6	Mental Well-being Impact Assessment Screening

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

Report by: Tony Coggins and Nina James

Screening Meeting held on: Friday 5th February 2016

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

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

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

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

Summary

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

Population groups who may be disproportionately affected:

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

Later Life

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

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

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

- **Race and ethnicity**

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

- **Disability**

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

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- **Other Population Groups- Travellers**

There are currently three traveller sites in the area. There is a need to think more widely than the opportunity area about how need for such sites can be met and the council is considering the preparation of a separate borough-wide local plan to address these issues.

Wider determinants of mental well-being affected

Mental health and well-being is also affected by the wider determinants of health such as education, housing and employment. The screening identified that the redevelopment had the potential to affect the impact that the following wider determinants of health:

- **Ease of access to high quality services**

Overall, the regeneration programme will be an opportunity to improve and increase the services and facilities in the Old Kent Road area, for example with the addition of schools and green space. The challenge will be ensuring the infrastructure is developed at the same time as the population numbers rise, to avoid any additional burden on existing services such as health and social care and a potential reduction in the quality of service provision.

- **Access to Quality Housing**

With the potential for the development of an additional 20,000 new homes participants felt that the planned regeneration was likely to impact positively on access to quality housing, however if 'affordable' homes are still not affordable to existing residents the impact could be negative.

- **Physical Environment**

Participants identified a key potential positive impact of the plan was its ability to both improve access to existing green space but also create new high quality spaces such as communal gardens, facilities for children's play and food growing. The potential negative was that growth will put additional on existing spaces such as Burgess Park. These will need improvement to help absorb the impact of growth

- **Economic Security**

The redevelopment is likely to increase the number of jobs in the area from 9,000 to 14,000. It is usual for developers to be contractually required to ensure a minimum of 25% of jobs to be allocated to local people. Participants thought that generally this was likely to have a positive impact. However there was a concern that longer-term some SMEs may be displaced due to rising rent costs. The AAP could mitigate this through provision of the right kind of space in new development.

- **Tackling Inequalities**

Tackling inequalities was a recurring theme. Participants felt that the impact could be both positive and negative depending on how much existing residents benefited from better, housing and employment opportunities. The housing stock will be mix tenure, which people thought potentially offers access to non-stigmatising housing.

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- **Transport**

Participants thought that improved transport and transport infrastructure was potentially one of the biggest positive impacts of the redevelopment on people's wellbeing. Currently the area is very difficult to move around. The Bakerloo extension, segregated cycle lanes and improved access through the exiting retail/industrial sites and network of spaces is likely to increase access to services and resources for residents. However people, noted that this was a long-term gain and that in the short-term there was likely to be additional pressure as transport /transport links are disrupted by the physical redevelopment and the local population increases.

Protective factors affected

There are three main protective factors that are considered to promote and protect mental well-being, enhancing control, increasing resilience and community assets and facilitating participation and inclusion. Screening participants thought that plans for the redevelopment of the Old Kent had the potential impact on the following protective factors for local people:

Control

As discussed above population groups are likely to be affected differently and therefore the sense of control may vary from group to group. The consultation process itself emerged as an important protective factor, giving local people the opportunity to express their views on the regeneration programme and influence the decisions that will affect them. Participants felt that it was important that people believed that it was a genuine and transparent process. The fact the changes are happening incrementally and over a long period of time is also important, as it gives people time to make their own decisions about their future in the area. The redevelopment also provides the opportunity to develop housing targeted at the older generation, supporting their independence in later life. In terms of those groups who might be negatively affected, there is a risk that some businesses will experience a loss of control in the long term if they can no longer afford to stay in the area and residents living in private rented accommodation, if rents rise.

Resilience

At the individual level there's hope that the regeneration programme will build a sense of optimism amongst local residents, especially as they start to see the work progress. This is countered by a risk that people's sense of belonging and identification with the area will be impacted as the Old Kent Road changes and new people move into the area, especially amongst those who have lived in the area a long time. The regeneration will provide an opportunity to support healthier lifestyles, for example through the creation of green spaces, improved cycle access and walkways, and communal gardens for home food growing. People thought that in the short-term air quality was likely to drop due to additional road traffic and that this was likely to have a negative impact, unless mitigated.

At the community level, opportunities to make the area feel safer and to facilitate the creation of shared public spaces emerged very strongly. The creation of shared spaces e.g. communal gardens and housing developments has the potential to boost social networks and relationships, as would the increased provision of 'high street' shops as places for social

interaction, however further research would need to be done on the evidence around what works. The faith groups in the area already provide a strong support structure to many, so there is a need to protect and promote these. Finally, there's a need to ensure some of the new jobs are awarded locally – and the same for resources – to support a sustainable local economy.

Participation and inclusion
At the individual level, the consultation itself has provided local residents with an opportunity to participate in local decision-making. People's sense of belonging to the area also emerged as a key factor that could be impacted over the longer term although whether this will be more positive or negative isn't clear yet.

At the community level, there is a danger that the new affordable housing will be out of the price range of local residents – and the cost of participating therefore too high. In terms of ways to get involved, it emerged that there is currently a strong volunteering culture in the area, which the regeneration should protect and promote. Finally, there is an issue around community cohesion and a risk that this could be disrupted in the short-term as people express different opinion as part of the consultation and longer-term as the population grows and changes. Participants thought the area plan with a transparent process could help mediate some of these potential conflicts.

In summary a particular focus on older people, those facing the greatest inequalities, BME communities and people with disabilities identifying how to:

a) maximise the **potential positive impacts:**

- Ensure local people are able to access affordable homes created as part of the redevelopment
- Create access to high quality public spaces such as communal gardens and existing green space
- Increased employment and training opportunities for local people provide by the redevelopment
- Opportunities for local businesses to benefit from the regeneration, growing population and new business
- Improved local people's ability to move around the area through transport links, including cycle lanes and walk ways.
- Increase sense of safety through the built environment
- Ensure the consultation process increases people sense control and of being heard
- Consider how the plan creates hope and optimism for the future
- Increase opportunities for people to have social contact through creating and maximising spaces and opportunities for interaction
- Presence of strong faith based communities and churches

And

b) mitigate **potential negative impacts**:

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

- Ease potential short-term pressure on transport by working with TFL
- Short-term impact of building on air quality
- Impact of population rising faster than the capacity of local services such as health, education and transport can accommodate the greater numbers
- Changing population increases inequalities
- Local people feeling that they have no say or influence over the area plan and redevelopment

Outcome:
The screening process suggests that there are potential significant short-term and long-term impacts on the mental well-being of people living and working in the Old Kent Road. As such and the programme may benefit from more in-depth work with key stakeholder groups as part of a full MWIA process.

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Appendix 1

1 FINDINGS FROM THE MWIA – SCREENING

Initial questions

Why do you want to look at the impact of the redevelopment of the Old Kent Road area on the mental well-being of the local people living and working in the area?

Is there an opportunity to influence or change anything about the ways people are working or supported?

Yes, the process of consulting the community about the area and the changes that would like to see has being going on for about a year plan. Have most of the information and are staring to work on the plan. The results of the MWIA can feed into this process.

2 Population groups Table 1 presents an assessment of impact on mental well-being for different population groups – these are clustered into groups that the evidence suggests are more vulnerable to poorer mental well-being.

30 - 40,000 live and work in the area another 20,000 homes will double that population

Table 1: MWIA Screening of the Impact of the redevelopment of the Old Kent Road area on the mental well-being of the local people living and working in the area.

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

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

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

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

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

Table 2: Wider determinants of health

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

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	growing. **-ve:** • Increased pressure on spaces such as Burgess Park which is already very popular and well used.
Economic security e.g. access to secure employment (paid and unpaid), access to an adequate income, good working conditions, meaningful work and volunteering opportunities	**+ve:** • Currently 9,000 jobs in the area, likely to increase to 14,000 as a result of the regeneration • Will require developers to provide a certain amount of jobs (usually around 25%) and training to local people, both in construction and in the completed development • Southwark Council has a Volunteering Strategy which a lot of the faith groups in the area are involved in. Opportunity for the redevelopment to support and maintain strong volunteering culture which already exists. There's a hope that more opportunities will arise from additional infrastructure. • Some developers will want to rent premises out on an interim basis, which could create opportunities for local businesses and voluntary groups **-ve:** • Long term: Irrespective of the AAP, rents are rising which is impacting on SMEs. The AAP should try to mitigate these impacts.
Good quality food e.g. affordable, accessible	**+ve:** • Longer term there's the potential for community gardens to be developed, which would encourage people to grow their own food. **-ve:** •
Leisure opportunities e.g. participate in arts, creativity, sport, culture	**+ve:** • There aren't a huge amount of leisure opportunities in the area at the moment, so potential to provide facilities. **-ve:** • Short term: regeneration could put pressure on existing services in the borough, until infrastructure is

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

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

4 Protective factors

The MWIA toolkit suggests a four-factor framework for identifying and assessing protective factors for mental well-being, adapted from Making it Happen (Department of Health 2001) and incorporates the social determinants that affect mental well-being into four factors that evidence suggests promote and protect mental well-being:

- *Enhancing control*
- *Increasing resilience and community assets*
- *Facilitating participation and promoting inclusion.*

These three factors are made up of a set of 'components' which the evidence base states are important contributory elements that contribute to each factor. Such as Protective Factor: Enhancing Control – component is Maintaining independence e.g. support to live at home when severely disabled or frail elderly. The screening asks to assess the potential

positive or negative impact that the proposals likely to be having on these factors and components. Tables 3-5 shows the prioritised findings identified through the Screening activity.

Tables 3-5: Protective factors

Enhancing Control	Likely impact? Positive, negative or is it an indirect impact?	Comments or recommendations
Individual level		
***A sense of control** e.g. setting and pursuit of goals and ability to shape our circumstances	Peoples sense of control will be affected differently depending on who they are and how they are affected **+ve:** • The redevelopment is happening incrementally and over a long period of time. This should increase residents' sense of control as they have time to make their own decision about their future in the area. • There's been extensive consultation, so residents have had the opportunity to be involved in the decision making processes around the redevelopment. **-ve:** • Some businesses may have to move. However, steps are already being taken to minimise impact on their sense of control by involving them in consultation. • Where particular residential areas are affected, if people are required to move this may affect their sense of control negatively	Option of using planning policies to safeguard cheap space, which would help minimise the negative impact on businesses.
***Belief in own capabilities and self determination** e.g. sense of purpose and meaning	**+ve:** • The consultation process itself can be empowering – even insofar as ensuring people understand the process and are well informed. Consultation also has positive implications for	

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

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

Table 4

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

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Individual level		
***Emotional well-being** e.g. self esteem, self worth, **confidence**, hopefulness, **optimism**, life satisfaction, **enjoyment and having fun**	**+ve** • People want change in the area so there's real potential to offer hope. Positive change in one part of the Old Kent Road area could lead to a chain reaction of people wanting the change to reach them. **-ve:** • People have to believe the process is genuine and that they're being listened to via the consultation process, if they do not feel this for any reason it could potentially have a negative impact on their sense of hope and confidence	.
***Ability to understand, think clearly and function socially e.g. problem solving, decision making, relationships with others,** communication skills	**None identified**	
Have beliefs and values e.g. spirituality, religious beliefs, cultural identity	**+ve:** • This could have a positive impact if it fosters better social mixing **-ve:** • People identify with the Old Kent Road area at the moment and its redesign and change could impact this. • As regeneration attracts new people to the area there's a danger people's sense of community and belonging will be disrupted – will the old identify with the new?	
***Learning and development** e.g. formal and informal education and hobbies	**+ve** • Development of primary and secondary schools • Training provided by developers/new employers **-ve:**	
Healthy lifestyle e.g. taking	**+ve**	

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steps towards this by healthy eating, regular physical activity and sensible drinking	• The regeneration will see the development of communal gardens, and green spaces will be linked. • Development of children's play areas, which healthy activities can be designed into the plan. • Hope the regeneration will improve people's access to wildlife and nature conservation. • Steps can be taken to ensure new developments support better air quality. **-ve:** • Damage to air quality due to additional road traffic	
Community /Organisation level		
Trust and safety e.g. belief in reliability of others and services, feeling safe where you live or work	**+ve** • Ambition is to make the Old Kent Road itself and the industrial areas feel safer. This could be via design e.g. increasing number of walkways overlooked by surveillance and other factors e.g. mixed tenure housing to overcome sense of ghettoisation. • Currently parts of the industrial estate are quite dark and gloomy, this will change as part of the plan • Will make the roads feel like a safer environment **-ve:**	Potential for mixed Tenure housing to Increase social Capital, however people though t the Evidence around this is mixed.
***Social networks and relationships e**.g. contact with others through family, groups, friendships, neighbours, shared interests, work	**+ve** • Increased green and open space, walkways and 'highstreet' shops will facilitate opportunities for interaction. • Opportunity to design flats which facilitate interaction and make it easier to get to know neighbours. E.g smaller	More thought to how you can Facilitate everyday Interactions? Identify the evidence around What works best?

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

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Table 5

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

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

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	• Potential conflict arising from the different opinions expressed in the consultation, and those who emerge feeling they've been listened to and those who haven't, e.g. its all about business not local people.	
Cohesive communities e.g. mutual respect, bringing communities together	**+ve** • There are already a range of community assets to be built on, such as the extensive faith groups in the area. **-ve:** • Potential threats in the form of affordable housing and work space which might create conflict. The planning team have already been considering this.	• Is there anything else that will bring people together?

5 Scale of impact and population

There are two more aspects to consider:

A) Scale of the impact on mental well-being

If known (or suspected) at this stage, what is the duration of the likely mental well-being impacts of your proposal?

Please tick (this could be more than one period of time)

Brief , Weeks , Months , years

B) Scale of the population whose mental well-being is impacted

What is the scale of the whole population that your proposal will impact upon?

A small part of the population

A majority of the population

The entire population

6 Having completed the screening assessment process the following sections will help determine what to do next.

Favouring further appraisal	Question	Not favouring further

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

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

APPENDIX F

Habitats Regulations Assessment

Old Kent Road Area Action Plan: Further Preferred Option

No.	Title
Appendix A	Draft Old Kent Road AAP: Further Preferred Option
Appendix B	Proposed changes to the adopted policies map
Appendix C	Consultation Plan
Appendix D	Consultation Report
Appendix E	Integrated Impact Assessment
Appendix F	Habitats Regulations Assessment

December 2017

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CONSULTATION	TIMETABLE
Informal consultation	**2013-Spring 2016**
Evidence gathering and refinement of the baseline information, plans , programmes and strategies, key issues, objectives and IIA framework	**2015-Spring 2016**
Developing and refining options and assessing effects and preparing the Integrated Impact Assessment Report	**Spring 2016**
Consultation on Integrated Impact Assessment Scoping Report	**12 February 2016 - 18 March 2016**
Consultation on the draft Old Kent Road Area Action Plan Preferred Option draft AAP policies and Integrated Impact Assessment	**June 2016 – November 2016**
Consideration of responses and developing the draft Old Kent Road Area Action Plan and Integrated Impact Assessment Report	**Autumn 2016**
Consultation on the draft Old Kent Road Area Action Plan proposed new and amended AAP policies and Integrated Impact Assessment (this document)	**June 2017 – September 2017**
Consultation on AAP: Further Preferred Option	**December 2017 - March 2018**
Consultation on the submission version Old Kent Road Area Action Plan and Integrated Impact Assessment Report	**2018**
Submission of the draft Old Kent Road Area Action Plan Integrated Impact Assessment Report to the Planning Inspectorate	**2018/19**
Examination in Public	**2018/19**
Adoption of the Old Kent Road Area Action Plan	**2019**

HOW TO COMMENT ON THIS REPORT

If you have any queries regarding this document please contact Southwark Council's planning policy team. Comments can be returned by post or email to:

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Consultation on this document begins on 13 December 2017
All comments must be received by 7 March 2018

Introduction

1.1. This report presents the findings of a screening exercise undertaken to determine whether stages 2 and 3 of the Habitats Regulations Assessment (HRA) process are needed for the Old Kent Road Area Action Plan: Further Preferred Option. The council has also undertaken a separate Integrated Impact Assessment incorporating Strategic Environmental Assessment Screening Assessment for the document which outlines the environmental baseline data for the area.

1.2. The Old Kent Road Area Action Plan (AAP) is a plan to regenerate the Old Kent Road and surrounding area. It sets out a vision for how the area will change from 2017 to 2036. This includes delivering 20,000 new homes and 10,000 additional jobs. The vision will be delivered by a strategy with policies, designations, site allocation and masterplans over the next 20 years. We will require development as set out in the AAP to make sure that we get the right development needed to support a healthy, safe and prosperous community and a fairer future for all in the Old Kent Road area.

1.3. The AAP will be part of our framework of planning documents. It will be a material planning consideration in deciding planning applications in the opportunity area. It will help ensure that we make decisions transparently, providing clarity for members of the public and giving more confidence to developers to invest in the area. It will also be an opportunity area planning framework (OAPF) and will be endorsed by the Mayor of London.

1.4. The proposed policies are in general conformity with existing policies in the emerging New Southwark Plan which will replace existing saved policies and the Core Strategy. An AA screening exercise was also carried out for other adopted AAP's in Southwark and the Core Strategy and the New Southwark Plan: Proposed Submission Version which found that there was no significant discernible adverse impact on European sites.

2. The need for Habitats Regulations Assessment

2.1. In October 2005, the European Court of Justice ruled that the HRA must be carried out on all planning policy documents in the UK. The purpose of HRA of planning policies is to ensure that the protection and integrity of European sites[1] (also known as the Natura 2000 network) is part of the planning process at the regional and local level. It is the responsibility of the Local Planning Authority (LPA) to ensure that the HRA process is carried out in accordance with the Habitat Directive (Directive 92/43/EEC on the conservation of natural habitats and of wild fauna and flora and Directive 2009/147/EC on the conservation of wild birds) and Regulation 102 of the Conservation of Habitats and Species Regulations 2010 (as amended) (the 'Habitats Regulations').

2.2. The Habitats Regulations requires that authorities assess the effects of land use plans on European sites to determine whether there will be any 'likely significant effects' (LSEs) on any Natura 2000 sites as a result of the plan's implementation (either on its own or in combination with other plans or projects). If there are LSEs there will be a need for the authority to undertake an Appropriate Assessment to determine whether or not there will be any adverse effects on the sites' integrity. Guidance on the statutory obligations relating to biodiversity and geological conservation is set out in Circular 06/2005.

2.3. Guidance from the Department of Communities and Local Government (DCLG) on Appropriate Assessment[2] states that: 'The purpose of Appropriate Assessment (AA) of land use plans is to ensure that protection of the integrity of 'European sites' is a part of the planning process at a regional and local level.

2.4. The DCLG guidance summarises the AA process prescribed in Article 6(3) and (4) of the Habitats Directive into three main stages:

1. likely significant effects (AA task 1);
2. appropriate assessment and ascertaining the effect on site integrity (AA task 2);
3. mitigation and alternative solutions (AA task 3); and

2.5. The test to identify whether a plan option is 'likely to have a significant effect' on a European site is also referred to as 'screening'. This determines whether stages 2 and 3 of the HRA are required.

[1] Strictly, 'European sites' are any Special Area of Conservation (SAC) from the point at which the European Commission and the UK Government agree the site as a 'Site of Community Importance' (SCI); any classified Special Protection Area (SPA); any candidate SAC (cSAC); and (exceptionally) any other site or area that the Commission believes should be considered as an SAC but which has not been identified by the government. However the terms is also commonly used when referring to potential SPAs (pSPAs), to which the provisions of Article 4 (4) of Directive 2009/147/EC (the new wild birds directive) are applied; and to possible SACs (pSACs) and listed RAMSAR Sites, to which the provisions of the Habitats Regulations are applied a matter of government policy (NPPF para 118) when considering development proposals that may affect them. The Natura 2000 network is therefore used in this report in its broadest sense, as an umbrella term for all of the above designated sites.

[2] Planning for the Protection of European Sites: Appropriate Assessment Guidance For Regional Spatial Strategies and Local Development Documents, DCLG, August 2006

Box 1 Stages of Habitats Regulations Assessment

Stage 1 – Screening:

This stage identifies the likely impacts upon a European Site of a project or plan, either alone or 'in combination' with other projects or plans, and considers whether these impacts are likely to be significant.

Stage 2 – Appropriate Assessment:

Where there are likely significant effects, this stage considers the effects of the plan or project on the integrity of the relevant European Sites, either alone or 'in combination' with other projects or plans, with respect to the sites' structure and function and their conservation objectives. Where it cannot be concluded that there will be no adverse effects on sites' integrity, it is necessary to consider potential mitigation for these effects.

Stage 3 – Assessment of Alternative Solutions:

Where adverse effects remain after the inclusion of mitigation, this stage examines alternative ways of achieving the objectives of the project or plan that avoid adverse impacts on the integrity of European Sites.

Stage 4 – Assessment Where No Alternative Solutions Exist and Where Adverse Impacts Remain:

This stage assesses compensatory measures where it is deemed that the project or plan should proceed for imperative reasons of overriding public interest (IROPI). The EC guidance does not deal with the assessment of IROPI.

HABITATS REGULATIONS ASSESSMENT (HRA)

3. Identifying likely significant effects (LSEs)

3.1. The first stage, screening for HRA, will determine if planning policy and guidance documents are likely to have a significant effect on the conservation objectives of the Natura 2000 sites. This will determine whether stages 2 and 3 of the HRA are required. In considering whether the plan policy, guidance or site is likely to have a significant effect on a Natura 2000 site, it should be noted that a site may be located either within or outside the area covered by the plan as significant effects may be incurred in cases where the area of the plan is some distance away. The effects of the AAP must also be considered in combination with other plans or projects on European sites.

3.2. When considering the LSEs of a policy, it is recognised that some policy 'types' cannot affect any European sites. Different guidance documents suggest various classification and referencing systems to help identify those policies than can be safely screened out to ensure the HRA focuses on the policies with any potential to result in LSEs. Table 2.1 summarises the characteristics of policies that can usually be screened out.

Table 2.1 Policy 'types' that can usually be screened out

Broad Policy Type	Notes
General statements of policy	The European Commission recognises* that plans or plan components that are general statements of policy or political aspirations cannot have significant effects
General design / guidance criteria	A general 'criteria based' policy expresses the tests or expectations of the plan-making body when it comes to consider particular proposals, or relate to design or other qualitative criteria which do not themselves lead to development (e.g. controls on building design).
External plans / projects	Plans or projects that are proposed by other plans and are referred to in the plan being assessed for completeness
Environmental protection policies	Policies designed to protect the natural or built environment will not usually have signifcant or adverse effects

* EC, 2000, Managing Natura 2000 sites: the provisions of Article 6 of the 'Habitats' Directive 92/43/EEC April 2000 at 4.3.2

4. Methodology

4.1. The legal requirement to undertake HRAs is set out in the Habitats Directive. However, there is no standardised method for undertaking an HRA. The council has followed the screening method used on the HRA of the London Plan iterations (2009 and 2013) and also the methodology used to prepare the HRA for the Core Strategy (2011) and subsequent planning documents.

4.2. The methodology used is based primarily on the guidance by Tydesley and Associates prepared for Natural England - 'The Assessment of Regional Spatial Strategies and Sub Regional Strategies under the Provisions of the Habitats Regulations' (2006).

5. Identification of relevant sites

5.1. Using the Joint Nature Conservation Committee (JNCC) website[3], and in line with the methodology employed in the HRA of Further Alterations to the London Plan, the council identified those Natura 2000 sites within a 10km zone extending from the boundary of the borough. SACs, SPAs, RAMSARS and OMSs were included. European sites were scoped into the study if they occurred either wholly or partially within this geographical area. The council identified that there are no Natura 2000 sites in Southwark. Four sites are partially within 10km of Southwark and are set out below:

Identified conservation sites of EC importance
Sites at least partially in Southwark None
Sites at least partially within 10km of Southwark
Wimbledon Common (SAC)Richmond Park (SAC)

Epping Forest (SAC)Lee Valley (SPA)

[3] www.jncc.gov.uk

5.2. The information for these sites concerning the rationale for EU conservation has been taken from the HRA Screening report on the Consultation replacement London Plan (October 2009) which also includes supplementary information in order to assist in considering the vulnerability of sites to potential adverse impacts. This is presented in the tables below.

Site Description table

This information has been sourced from the HRA Screening report on the Consultation replacement London Plan (October 2009). The contents of the table were compiled with reference to the sources listed below, and also informed by consultation with Natural England.

- Site name and location
  Obtained from Natural England 'Natura 2000 Forms' and RAMSAR forms from the JNCC website.

- Qualifying Interest (habitats and species)
  Denotes the habitats and species for which the sites have been awarded EU conservation status. It is these qualifying features which the HRA must safeguard. This information is obtained from 'Natura 2000' and RAMSAR forms. The qualifying features form the basis of Natural England's 'conservation objectives for the European interest on SSSIs', which were drawn upon for pertinent additional information.

- Conservation objectives
  Conservation objectives are set by Natural England (NE) to ensure that the obligations of the Habitats Regulations are met, particularly to ensure that there should be no deterioration or significant disturbance of the qualifying features from their condition at the time the status of the site was formally identified. The conservation objectives are also essential in determining whether the effects of a plan or project are likely to have a significant effect on the qualifying interests of the site.

- Site sensitivities
  The key site sensitivities / vulnerabilities for each habitat type were established by reviewing information provided within the conservation objectives for each site and also from site condition monitoring (typically of the underlying Site of Special Scientific Interest (SSSI) designation) and from discussions with Natural England

- Current condition (July 2006 survey)

- Threats
  Information pertaining to the potential threats. From Natura 2000, RAMSAR, and Conservation Objectives forms.

Natura 2000 Site	Location	Qualifying Interest (Habitats and Species)	Conservation Objectives	Site Sensitivities	Current Condition (July 2006 condition survey)	Threats
Wimbledon Common SAC (348.31 ha)	Within GLA boundary The following boroughs are within or adjacent to the European sites: • Merton • Wandsworth • Richmond upon Thames • Kingston upon Thames	*Lucanus cervus* (stag beetle) Annex I habitats present as a qualifying feature, but not a primary reason for selection of this site: • Northern Atlantic wet heaths with *Erica tetralix* • European dry heaths	The conservation objectives for the European interest on the SSSI are to maintain*, in favourable condition, the: • European dry heath • Northern Atlantic wet heath with *Erica tetralix* to maintain*, in favourable condition, the habitats for the population of: • Stag beetle (*Lucanus cervus*) * Maintenance implies restoration if the feature is not currently in favourable condition.	Water quality – e.g. pollution through groundwater and surface run-off sources Water level – maintenance of water table Heavy recreational pressure Spread of non-native / invasive species Scrub encroachment Atmospheric pollution (nutrient deposition and acidification)	Area favourable 40% Area unfavourable but recovering 59%	Site is located in an urban area and experiences intensive recreational pressure which can result in damage, particularly to the sensitive areas of heathland. Air pollution is also thought to be having an impact on the quality of heathland habitat.
Richmond Park SAC (846.68 ha)	Within GLA boundary The following boroughs are within or adjacent to the European sites:	• *Lucanus cervus* (stag beetle)	The conservation objectives for the European interest on the SSSI are: to maintain, in favourable condition, the habitats for the population of: • Stag beetle (*Lucanus cervus*) The conservation objectives	Water level Water quality – nutrient enrichment from fertiliser run-off etc Scrub encroachment (often due to	Area favourable 6% Area unfavourable recovering 8% Area unfavourable no change 86%	Site is surrounded by urban areas and experiences high levels of recreational pressure. This does not directly affect

	• Richmond upon Thames • Kingston upon Thames • Wandsworth • Merton		for the Richmond Park proposed Special Area of Conservation are, in accordance with para C 10 of PPG 9, the reasons for which the cSAC was proposed.	undergrazing) Development pressure Spread of introduced non-native species Human disturbance (off-road vehicles, burning (vandalism)) Atmospheric pollution e.g. nitrous oxides from vehicle exhausts		the European interest feature however.
Epping Forest SAC	Partially within GLA boundary The following boroughs are within or adjacent to the European sites: • Waltham Forest • Redbridge • Enfield	Annex I habitats that are a primary reason for selection of this site: • Atlantic acidophilous beech forests with *Ilex* and sometimes also Taxus in the shrub layer (*Quercion robori-petraeae* or *Ilici-Fagenion*) Annex I habitats	The Conservation Objectives for this site are, subject to natural change, to maintain the following habitats and geological features in favourable condition, with particular reference to any dependent component special interest features (habitats, vegetation types, species, species assemblages etc.) for which the land is designated (SSSI, SAC, SPA, Ramsar) as individually listed in Table 1. Habitat Types represented	Water quality – e.g. pollution through groundwater and surface run-off sources Water level – maintenance of water table essential e.g. restrict new drainage ditches around wet woodlands Heavy recreational pressure Spread of non-native / invasive	Area favourable 30% Area unfavourable recovering 34% % area unfavourable no change 26% % area unfavourable declining 10% Reintroduction of pollarding and wood pasture management is helping to reverse the decline of the epiphytic bryophyte population.	Existing air pollution, particularly arising from traffic is thought to contribute to poor condition of parts of the site. Increasing recreational pressure could have an impact on heathland areas.

		present as a qualifying feature, but not a primary reason for selection of this site: • Northern Atlantic wet heaths with Erica tetralix • European dry heaths Annex II species that are a primary reason for selection of this site: *Lucanus cervus* (stag beetle)	(Biodiversity Action Plan categories) • Lowland wood pastures and parkland • Broadleaved, mixed and yew woodland • Dwarf shrub heath • Acid grassland • Neutral grassland • Standing open water and canals • Fen, marsh and swamp	species Scrub encroachment Atmospheric pollution (nutrient deposition and acidification) Development pressure		
Lee Valley SPA / Ramsar (447.87 ha)	Partially within GLA boundary The following boroughs are within or adjacent to the European sites: • Enfield • Waltham Forest • Haringey • Hackney	SPA: Over winter: • *Botaurus stellaris* (bittern) Over winter: • *Anas strepera* (gadwall) • *Anas clypeata* (shoveler) Ramsar: The site also qualifies as a Ramsar Wetland of assemblage	The conservation objectives for the European interest on the SSSI are to maintain, in favourable condition, the habitats for the populations of migratory bird species + of European importance, with particular reference to: • open water and surrounding marginal habitats • Gadwall, Shoveler *maintenance implies restoration if the feature is not currently in favourable condition. The Conservation	Water quality - eutrophication is a threat, particularly from point source pollution (e.g. sewage outfalls) but also from surface run-off or groundwater pollution and atmospheric deposition Water levels – a high and stable water table is fundamental. Disturbance to bird	There are a number of SSSIs contained within the Lee Valley Ramsar site of which Walthamstow Reservoirs, Waltham Abbey and Turnford and Cheshunt Pits are 100% favourable. Walthamstow Marshes are 36% favourable and 63% unfavourable but recovering.	Most of the site is in favourable condition, though an increase in recreational use could affect wintering wildfowl numbers. There are currently no factors having a significant adverse effect on the site's

		qualification: A wetland of international importance.	Objectives for the Lee Valley SPA are, in accordance with para C 10 of PPG9 9, the reasons for which the SPA was classified. The SPA includes land within: Amwell Quarry SSSI, Rye Meads SSSI, Turnford and Cheshunt Pits SSSI and Walthamstow Reservoirs SSSI	feeding and roosting habitat (noise / visual) Siltation (e.g. excessive poaching of lake margins by stock, suspended sediments leading to transport of nutrients) Scrub or tree encroachment (leading to shading, nutrient and hydrological effects) Spread of introduced non-native species Recreational pressure / disturbance (particularly on-water activities with potential to disturb sediment and increase turbidity in lakes) Development pressure Diffuse air pollution from traffic and agriculture.		character.

6. Appraisal Framework

6.1. The Old Kent Road Area Action Plan: Further Preferred Option has been analysed to assess whether it would be likely to result in significant adverse impacts on European sites. The Natural England guidance[4] defines 'likely' as meaning 'probably', not merely a 'fanciful possibility'. The potentially adverse impacts were screened according to the approach set out in Appendix A and Figure 3 of the guidance. However criteria 2 and 3 were not considered because these are applicable to the assessment of Regional Spatial Strategies (now abolished), not Local Plan Documents.

6.2. A precautionary approach was adopted so that the assessment also considered cumulative impacts therefore all potentially significant adverse impacts were assessed.

Coding used for recording effects / impacts on European Sites (from Tydesley and Associates, 2006, Annex 2).

Coding used for recording effects/impacts on European Sites
Reason why policy will have no effect on a European Site
1. The policy will not itself lead to development (e.g. it relates to design or other qualitative criteria for development, or it is not a land use planning policy)
4. Concentration of development in urban areas will not affect European Site and will help to steer development and land use change away from a European Site and associated sensitive areas.
5. The policy will help to steer development away from a European Site and associated sensitive areas, e.g. not developing in areas of flood risk or areas otherwise likely to be affected by climate change.
6. The policy is intended to protect the natural environment, including biodiversity.
7. The policy is intended to conserve or enhance the natural, built or historic environment, and enhancement measures will not be likely to have any effect on a European Site.
Reason why policy could have a potential effect
8. The document steers a quantum or type of development towards, or encourages development in, an area that includes a European Site or an area where development may indirectly affect a European Site.
Reason why policy would be likely to have a significant effect
9. The policy makes provision for a quantum, or kind of development that in the location(s) proposed would be likely to have a significant effect on a European Site. The proposal must be subject to appropriate assessment to establish, in light of the site's conservation objectives, whether it can be ascertained that the proposal would not adversely affect the integrity of the site.

6.3. A Habitat Regulations Assessment (HRA) screening (stage 1) has been undertaken to assess the impact of the Old Kent Road Area Action Plan: Further Preferred Option. This is set out below. The preparation of the AAP is considered

[4] The Assessment of Regional Spatial Strategies and Sub Regional Strategies under the Provisions of the Habitats Regulations' (2006).

likely to have no significant adverse effect on the European sites therefore it is deemed to require no further HRA (stages 2 and 3) to be undertaken.

7. Screening Analysis of the Old Kent Road Area Action Plan: Further Preferred Option

7.1. This section screens the Old Kent Road Area Action Plan: Further Preferred Option for impacts on Natura 2000 sites. Each guidance reference within the AAP has been assessed against the criteria provided in section 6 which itself is based on guidance prepared by Tydesley and Associates for Natural England titled, 'The Assessment of Regional Spatial Strategies and Sub Regional Strategies under the Provisions of the Habitats Regulations 2006.'

Analysis

Theme	**Policies**	**Why policy will have no impact on Natura 2000 sites**	**Likely to have an impact**	**Essential recommendations to avoid potential negative effects on European sites**
Policies	AAP1: The Masterplan AAP2: Site allocations AAP3: Infrastructure and delivery	4 4 4	No No No	None None None
Theme 1: Social regeneration to revitalise neighbourhoods	AAP4: Social regeneration to revitalise neighbourhoods	1,4	No	None
Theme 2: Quality affordable homes	AAP5: Quality Affordable homes	4	No	None

Theme 3: Strong local economy	AAP6: Businesses and workspace AAP7: Town centre, leisure and entertainment	4 4	No No	None None
Theme 6: Cleaner, greener, safer	AAP8: Character and heritage AAP9: Tall buildings strategy AAP10: Parks and open spaces AAP11: Cleaner, greener, safer	4,7 4 4,6 4,6	No No No	None None None
Theme 4: Healthy active lives	AAP12: Healthy active lives	4	No	None
Theme 5: Best Start in life	AAP13: Best start in life	4	No	None
Sub area 1 Mandela Way, Crimscott Street and Old Kent Road (North)	OKR1: Bricklayers Arms roundabout OKR2: Crimscott Street and Pages Walk OKR3: Mandela Way OKR4: Dunton Road (Tesco Store and car park) and Southernwood retail park OKR5: Salisbury Estate Garages OKR6: 96-120 Old Kent Road (Lidl Store) OKR7: Former petrol filling station, 233-247 Old Kent Road OKR8: Kinglake Street Garages OKR9: 4/12 Albany Road	4 4 4 4 4 4 4 4 4	No No No No No No No No No	None None None None None None None None None

Sub area 2 Cantium Retail Park and Marlborough Grove	OKR10: Land bounded by Glengall Road, Latona Road and Old Kent Road OKR11: Marlborough Grove and St James Road OKR12: Former Southern Railway Stables	4 4 4	No No No	None None None
Sub area 3 Sandgate Street and Verney Road and Old Kent Road	OKR13: Sandgate Street and Verney Road OKR14: 634-636 Old Kent Road OKR15: 684-698 Old Kent Road (Kwik Fit Garage)	4 4 4	No No No	None None None
Sub area 4 Hatcham, Ilderton and Old Kent Road (South)	OKR16: Hatcham Road and Ilderton Road OKR17: South of Old Kent Road 760, 812 and 840 Old Kent Road, Toysrus and Aldi Stores) OKR18: Devon Street and Sylvan Grove	4 4 4	No No No No	None None None None
Sub area 5 South Bermondsey	Strategic Protected Industrial Land (SPIL)	4	No	None

8 Conclusion

The Old Kent Road Area Action Plan: Further Preferred Option on its own or in combination with other plans and projects is not likely to have any significant discernible adverse impact on European sites therefore stage 2 (appropriate assessment and ascertaining the effect on site integrity) and stage 3 (mitigation and alternative solutions) of the HRA process are not considered necessary.

References

Circular 06/2005: Biodiversity and geological conservation – statutory obligations and their impact within the planning system

Habitats Regulations Assessment Screening Report – Consultation replacement London Plan (Spatial Development Strategy for Greater London), October 2009

Habitats Regulations Assessment Screening Report – Further Alterations to the London Plan (Spatial Development Strategy for Greater London), December 2013.

Planning for the Protection of European Sites: Appropriate Assessment Guidance for Regional Spatial Strategies and Local Development Documents, DCLG, August 2006.

The Conservation of Habitats and Species Regulations (England and Wales) Regulations 2010.

Tyldesley and Associates - prepared for Natural England Guidance - The Assessment of Regional Spatial Strategies and Sub Regional Strategies under the Provisions of the Habitats Regulations 2006.

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