

DRAFT OLD KENT ROAD AAP/OAPF Integrated Impact Assessment Appendices

December 2020

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Appendix 1

The Strategic Environmental Assessment Regulations 2004 requirements checklist

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

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

<p>Consultation procedures (regulation 13)</p> <p>As soon as reasonably practicable after their preparation, the draft plan or programme and environmental report shall be sent to the consultation bodies and brought to the attention of the public, who should be invited to express their opinion. The period within which opinions must be sent must be of such length as will ensure an effective opportunity to express their opinion.</p>	<p>Stages A-D as described in Table 2.1 of the IIA.</p>
<p>Information as to adoption of plan or programme (regulation 16)</p> <p>As soon as reasonably practicable after the plan or programme is adopted, the consultation bodies, the public and the Secretary of State (who will inform any other EU Member States consulted) shall be informed and the following made available:</p> <ul style="list-style-type: none"> • the plan or programme adopted • the environmental report • a statement summarising: <ul style="list-style-type: none"> (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: <ul style="list-style-type: none"> (i) the invitation referred to in regulation 13(2)(d); (ii) action taken by the responsible authority in accordance with regulation 13(4), <p>have been taken into account;</p> <ul style="list-style-type: none"> (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) 	<p>Stage E as described in Table 2.1 of the IIA (to follow).</p>

<p>Monitoring of implementation of plans or programmes (regulation 17)</p> <p>Monitoring of significant environmental effects of the plan's or programme's implementation with the purpose of identifying unforeseen adverse effects at an early stage and being able to undertake appropriate remedial action (regulation 17 (1)). Monitoring arrangements may comprise or include arrangements established for other purposes (regulation 17 (2)).</p>	<p>Stage E as described in Table 2.1 of the IIA (to follow).</p>

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APPENDIX 2

RELEVANT PLANS, STRATEGIES AND PROGRAMMES

Global

Plan, Strategy or Programme	Summary of objectives and targets
WHO Age-friendly Cities Guide (2007)	The WHO Age-friendly Cities Guide highlights eight domains that cities and communities can address to better adapt their structures and services to the needs of older people: the built environment, transport, housing, social participation, respect and social inclusion, civic participation and employment, communication, and community support and health services.

European

Plan, Strategy or Programme	Summary of objectives and targets
EU Biodiversity Strategy to 2020 (2012)	<p>The European Commission adopted an ambitious new strategy to halt the loss of biodiversity and ecosystem services in the EU by 2020. There are six main targets, and 20 actions to help Europe reach its goal. Biodiversity loss is an enormous challenge in the EU, with around one in four species currently threatened with extinction and 88% of fish stocks over-exploited or significantly depleted.</p> <p>The six targets cover:</p> <ul style="list-style-type: none"> • 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 <p>The new Biodiversity Strategy follows on from the 2006 Biodiversity Action Plan.</p>
EU Biodiversity Action Plan (2006) and 2010 Assessment	<p>The EU Biodiversity Action Plan addresses the challenge of integrating biodiversity concerns into other policy sectors in a unified way. It specifies a comprehensive plan of priority actions and outlines the responsibility of community institutions and Member States in relation to each. It also contains indicators to monitor progress and a timetable for evaluations. The European Commission has undertaken to provide annual reporting on progress in delivery of the Biodiversity Action Plan. A baseline report was prepared in 2010 to take stock of the 2006 Biodiversity Action Plan and assess the impact it has had on Europe's biodiversity. The report produced by the European Environment Agency, provides the latest facts and figures on the state and trends of different biodiversity and ecosystems components in the EU.</p>
European Landscape Convention (ratified by the UK Government in 2006)	<p>The European Landscape Convention (ELC) is the first international convention to focus specifically on landscape, and is dedicated exclusively to the protection, management and planning of all landscapes in Europe.</p> <p>The ELC was signed by the UK government on 24 February 2006, ratified on the 21 November 2006, and became binding on 1 March 2007.</p> <p>The convention highlights the need to recognise landscape in law, to develop landscape policies dedicated to the protection, management and creation of landscapes, and to establish procedures for the participation of the general public and other stakeholders in the creation and implementation of landscape policies. It also encourages the integration of landscape into all relevant areas of policy, including cultural, economic and social policies</p>

Plan, Strategy or Programme	Summary of objectives and targets
EU Sustainable Development Strategy 2002 (revised 2006) (reviewed 2009)	The overall aim of the EU Sustainable Development Strategy is to identify and develop action to enable the EU to achieve a continuous long-term improvement of quality of life through the creation of sustainable communities able to manage and use resources efficiently, able to tap the ecological and social innovation potential of the economy and in the end able to ensure prosperity, environmental protection and social cohesion
EU Directives	
Air Quality Directive 2008/50/EC	<p>This Directive is on ambient air quality and cleaner air for Europe and includes the following key elements:</p> <ul style="list-style-type: none"> • 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. <p>* Framework Directive 96/62/EC, 1-3 daughter Directives 1999/30/EC, 2000/69/EC, 2002/3/EC, and Decision on Exchange of Information 97/101/EC.</p>
Assessment and Management of Environmental Noise (END Directive 2002/49/EC)	<p>The Environmental Noise Directive or END concerns noise from road, rail and air traffic and from industry. It focuses on the impact of such noise on individuals, complementing existing EU legislation which sets standards for noise emissions from specific sources. The Directive requires:</p> <ul style="list-style-type: none"> • 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. <p>The Directive requires mapping and action planning in relation to noise from major roads, major railways, major airports and in agglomerations (large urban areas).</p>
Conservation on Natural Habitats and of Wild Fauna and Flora (Directive 92/43/EEC)	The main aim of this Directive is to promote the maintenance of biodiversity, taking account of economic, social, cultural and regional requirements. While the Directive makes a contribution to the general objective of sustainable development; it ensures the conservation of a wide range of rare, threatened or endemic species, including around 450 animals and 500 plants. Some 200 rare and characteristic habitat types are also targeted for conservation in their own right
Conservation of Wild Birds Directive 2009/147/EC	This Directive ensures far-reaching protection for all of Europe's wild birds, identifying 194 species and sub-species among them as particularly threatened and in need of special conservation measures.
Energy Performance of Buildings (EU Directive 2002/91/EC)	<p>The objective of this Directive is to promote the improvement of the energy performance of buildings within the Community, taking into account outdoor climatic and local conditions, as well as indoor climate requirements and cost effectiveness considering;</p> <p>This Directive lays down requirements as regards :</p> <ol style="list-style-type: none"> (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)	<p>rules for assessing the potential effects of projects on the environment. It is in line with the drive for smarter regulation, so it reduces the administrative burden. It also improves the level of environmental protection, with a view to making business decisions on public and private investments more sound, more predictable and sustainable in the longer term.</p> <p>It applies to a wide range of defined public and private projects, which are defined in Annexes I and II. All projects listed in Annex I are considered as having significant effects on the environment and require an EIA. For projects listed in Annex II, the national authorities have to decide whether an EIA is needed. This is done by the "screening procedure", which determines the effects of projects on the basis of thresholds/criteria or a case by case examination.</p>
Floods Directive (EU Directive 2007/60/EC)	<p>This Directive requires Member States to assess if all water course and coast lines are at risk from flooding, to map the flood extent and assets and humans at risk in these areas and to take adequate and coordinated measures to reduce this flood risk. This Directive also reinforces the rights of the public to access this information and to have a say in the planning process.</p>
Groundwater Directive (EU Directive 2006/118/EC)	<p>This Directive establishes specific measures as provided for in Article 17(1) and (2) of Directive 2000/60/EC in order to prevent and control groundwater pollution. These measures include in particular:</p> <ul style="list-style-type: none"> (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. <p>This Directive also complements the provisions preventing or limiting inputs of pollutants into groundwater already contained in Directive 2000/60/EC, and aims to prevent the deterioration of the status of all bodies of groundwater.</p>
Landfill Directive 1999/31/EC	<p>The objective of the Directive is to prevent or reduce as far as possible negative effects on the environment from the landfilling of waste, by introducing stringent technical requirements for waste and landfills.</p> <p>The Directive is intended to prevent or reduce the adverse effects of the landfill of waste on the environment, in particular on surface water, groundwater, soil, air and human health.</p>
Promotion of the use of Biofuels or other Renewable Fuels for Transport (EU Directive 2003/30/EC)	<p>Objective to promote the use of bio-fuels or other renewable fuels to replace diesel or petrol for transport purposes in each Member State, with a view to contributing to objectives such as meeting climate change commitments, environmentally friendly security of supply and promoting renewable energy sources</p>
Renewable Energy (EU Directive 2009/28/EC)	<p>The Directive on renewable energy sets ambitious targets for all Member States, such that the EU will reach a 20% share of energy from renewable sources by 2020 and a 10% share of energy specifically in the transport sector. It also improves the legal framework for promoting renewable electricity, requires national action plans that establish pathways for the development of renewable energy sources including bio-energy, creates cooperation mechanisms to help achieve the targets cost effectively and establishes the sustainability criteria for bio-fuels.</p>
Strategic Environmental Assessment (SEA Directive 2001/42/EC)	<p>Requires the formal Strategic Environmental Assessment (SEA) of certain plans and programmes that are likely to have significant effects on the environment. An SEA is mandatory for plans/programmes which are:</p> <ul style="list-style-type: none"> • are prepared for agriculture, forestry, fisheries, energy, industry, transport, waste/ water management, telecommunications, tourism, town & country planning or land use <u>and</u> 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)	<p>The Council Directive 91/271/EEC concerning urban waste-water treatment was adopted on 21 May 1991. Its objective is to protect the environment from the adverse effects of urban waste water discharges and discharges from certain industrial sectors (see Annex III of the Directive) and concerns the collection, treatment and discharge of Domestic waste water, Mixture of waste water and Waste water from certain industrial sectors (see Annex III of the Directive)</p>
Waste Framework Directive (2008/98/EC)	<p>To set up a system for the co-ordinated management of waste within the European Community in order to limit waste production. Member states must promote the prevention, recycling and conversion of wastes with a view to their reuse.</p>

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

National

Plan, Strategy or Programme	Summary of objectives and targets
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)	<p>Part L – Conservation of fuel and power The legal framework and Approved Documents for Part L (Conservation of fuel and power) were last revised by amendments that came into effect in 2013 and 2014. DCLG has published: The 2013 edition of Approved Document L1A, Conservation of fuel and power in new dwellings, is the current edition for use in England. It came into effect on 6 April 2014 and replaces the 2010 edition (incorporating further 2010 amendments).</p> <p>Part G (Sanitation, hot water safety and water efficiency)The 2015 edition contains changes to the water efficiency requirements. In particular, it introduces an optional requirement of 110 litres/person/day where required by planning permission, and an alternative fittings-based approach to demonstrating compliance. It also includes the water-efficiency calculation methodology for new dwellings, approved by the Secretary of State. This edition incorporates previous amendments. It replaces the 2010 edition of Approved Document G, as amended. The changes reflect amendments to regulations 36 and 37 of the Building Regulations 2010 and regulation 20 of the Building (Approved Inspectors) Regulations 2010. There has been no amendment to the requirements in Part G of Schedule 1 to the Building Regulations 2010.</p> <p>Part H (Drainage and waste disposal) The 2015 edition of Approved Document H (Drainage and Waste Disposal) contains changes to guidance on waste disposal. It also incorporates previous amendments. The 2015 edition takes effect on 1 October 2015 for use in England*. The 2002 edition, as amended, will continue to apply to work started before 1 October 2015 or work subject to a building notice, full plans application or initial notice submitted before that date.</p>
Climate Change Act (2008)	<p>The Climate Change Act creates a new approach to managing and responding to climate change in the UK, by:</p> <ul style="list-style-type: none"> • setting ambitious, legally binding targets • making 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
	<p>those involved in emergency preparation and response at the local level. They are required to:</p> <ul style="list-style-type: none"> • 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	<p>The Energy Act provides for some of the key elements of the Coalition's Programme for Government and its first Annual Energy Statement. It is a first step in our legislative programme, and further legislation has been sought to implement, for example, the findings of the Electricity Market Reform Programme.</p> <p>The Act provides for a step change in the provision of energy efficiency measures to homes and businesses, and makes improvements to our framework to enable and secure low-carbon energy supplies and fair competition in the energy markets.</p>
Environmental Assessment of Plans and Programmes regulations 2004	Provides the regulations for the implementation of the Strategic Environmental Assessment Directive (EU/2001/42/EC) for certain plans and programmes that are likely to have significant environmental impacts
Environmental Noise (England) Regulations 2006 (as amended)	The regulations transpose the EU Directive 2002/49/EC that relates to the assessment and management of environmental noise.
Growth and Infrastructure Act 2013	An Act to make provision in connection with facilitating or controlling the following, namely, the provision or use of infrastructure, the carrying-out of development, and the compulsory acquisition of land; to make provision about when rating lists are to be compiled; to make provision about the rights of employees of companies who agree to be employee shareholders; and for connected purposes
Human Rights Act 1998	An Act to give further effect to rights and freedoms guaranteed under the European Convention on Human Rights
Local Democracy, Economic Development and Construction Act 2009	The Act seeks to create greater opportunities for community and individual involvement in local decision-making. It also provides for greater involvement of local authorities in local and regional economic development
Local Government Act 2000	<p>This act received Royal Assent in July 2000 and is made up of three parts:</p> <ul style="list-style-type: none"> • 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)	<p>This act replaced previous anti-discrimination laws with a single act to make the law simpler and to remove inconsistencies. This makes the law easier for people to understand and comply with. The act also strengthened protection in some situations. The act covers nine protected characteristics, which cannot be used as a reason to treat people unfairly. Every person has one or more of the protected characteristics, so the act protects everyone against unfair treatment. The protected characteristics are:</p> <ul style="list-style-type: none"> • Age • Disability • gender reassignment • marriage and civil partnership • pregnancy and maternity • race • religion or belief • sex • sexual orientation
Flood and Water Management Act (2010)	<p>This Act provides a more comprehensive management of flood risk for people, homes and businesses, protects water supplies to the consumer and helps safeguard community groups from unaffordable rises in surface water drainage charges. The Act introduces into law the concept of flood risk management rather than 'flood defence' and provides the framework for delivery of flood and coastal erosion risk management through national and local risk strategies. The Act establishes a SuDS approving body (SAB). The SAB will have responsibility for the approval of proposed drainage systems in new developments and redevelopments (in accordance with National Standards for Sustainable Drainage). The Act requires Lead Local Flood Authorities (LLFA's) to maintain a register and record important flood risk management strategies and to investigate flooding to determine which authority has responsibility.</p>
London Squares Preservation Act, 1931	<p>This act identifies a London Squares which are to be provided protection from development.</p>
Natural Environment White Paper (2011)	<p>The Natural Environment White Paper recognises that a healthy natural environment is the foundation of sustained economic growth, prospering communities and personal wellbeing. It sets out how the value of nature can be mainstreamed across our society by facilitating local action; strengthening the connections between people and nature; creating a green economy and showing leadership in the EU and internationally. It set out 92 specific commitments for action.</p>
Natural Environment and Rural Communities Act (2006)	<p>The Natural Environment and Rural Communities Act is designed to help achieve a rich and diverse natural environment and thriving rural communities through modernised and simplified arrangements for delivering Government policy. The Act was published by Parliament and is accompanied by a set of explanatory notes, a Regulatory Impact Assessment and a policy statement.</p>
The Neighbourhood Planning (General) Regulations (2012)	<p>The Regulations set out the procedure for the designation of neighbourhood areas and neighbourhood forums and for the preparation of neighbourhood development plans and neighbourhood development orders (including community right to build orders). A separate instrument will be brought forward in relation to neighbourhood planning referendums.</p>
The Neighbourhood Planning (General) (Amendment) Regulations 2015	<p>These Regulations amend the Neighbourhood Planning (General) Regulations 2012 which made provision for neighbourhood planning as provided in the Localism Act 2011</p>
Planning Act (2008)	<p>The Planning Act 2008 was granted Royal Assent on 26 November 2008. The Act introduced a new stream-lined system for decisions on applications to build nationally significant infrastructure projects (NSIPs) in England and Wales, alongside further reforms to the</p>

Plan, Strategy or Programme	Summary of objectives and targets
	town and country planning system and the introduction of a Community Infrastructure Levy (CIL).
Planning and Compulsory Purchase Act (2004)	The Act received Royal Assent on 13 May 2004 and the provisions of the Act were introduced through a series of Commencement Orders and Regulations. The Act strengthened the focus on sustainability, transparency, flexibility and speed. The aim of the Act is to give effect to the Government's policy on the reform of the planning system, the principal features of which are set out in the policy statement 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 Committee ¹ on behalf of the UK Biodiversity Partnership. Its purpose is to set out the vision and approach to conserving biodiversity within the UK's devolved framework for anyone with a policy interest in biodiversity conservation. It sets out an approach to biodiversity conservation that is designed not only to meet the commitment to halt the loss of biodiversity by 2010, but to guide action well into the second decade of the 21st century at a time when the challenges faced by the natural environment are great.
Department of Health Public Health Strategy – healthy lives, healthy people (July 2011)	<p>This policy statement sets out the progress the government has made in developing the new public health system. In doing so the paper sets out how the government expect the reformed public health system to work including:</p> <ul style="list-style-type: none"> • 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)	<p>The Government's economic policy objective is to achieve strong, sustainable and balanced growth that is more evenly shared a cross the country and between industries. The Plan for Growth contains four overarching ambitions that will ensure the progress is made towards achieving this economic objective. The ambitions are:</p> <ol style="list-style-type: none"> 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)	<p>In November 2008, Professor Sir Michael Marmot was asked by the Secretary of State for Health to chair an independent review to propose the most effective evidence-based strategies for reducing health inequalities in England from 2010. The strategy will include policies and interventions that address the social determinants of health inequalities.</p> <p>The Review had four tasks</p> <ol style="list-style-type: none"> 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)	<p>This Strategy is aimed at providing clarity around the existing policy framework and signalling the future direction of Government policy. It aims to realise the shared vision of sustainable construction by:</p> <ul style="list-style-type: none"> • 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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	<p>To achieve this the strategy calls for;</p> <ul style="list-style-type: none"> • 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)	<p>The Government launched a package of actions to deliver the step change needed to ensure that supply chains and public services will be increasingly low carbon, low waste and water efficient, respect biodiversity and deliver wider sustainable development goals. The Action Plan puts in place clear lines of accountabilities and reporting, and develops plans to raise the standards and status of procurement practice in Government which will strengthen delivery of these targets.</p>
Future Water: The Government's Water Strategy for England (2011)	<p>This includes: sustainable delivery of secure water supplies, an improved and protected water environment, fair, affordable and cost-reflective water charges, reduced water sector greenhouse gas emissions and more sustainable and effective management of surface water.</p>
Waste Management Plan for England (2013)	<p>The waste management plan for England (WMPE) provides an analysis of the current waste management situation in England and fulfils the mandatory requirements of article 28 of the revised Waste Framework Directive (rWFD). The plan does not introduce new policies or change the landscape of how waste is managed in England. Its core aim is to bring current waste management policies under the umbrella of one national plan.</p>
National Flood and Coast Erosion Management Strategy (July 2011)	<p>Objectives are to:</p> <ul style="list-style-type: none"> • 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	<p>In planning and preparing for a flooding emergency, the Government's strategic objectives are to:</p> <ul style="list-style-type: none"> • 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)	<p>This document sets out the Waste Prevention Programme for England. It articulates the actions for government and others which together will move us towards reducing waste. The aim of the Programme is to improve the environment and protect human health by supporting a resource efficient economy, reducing the quantity and impact of waste produced whilst promoting sustainable economic growth.</p>
NHS Five Year Forward View (2014)	<p>The NHS Five Year Forward View was published on 23 October 2014 and sets out a vision for the future of the NHS. It has been developed by the partner organisations that deliver and oversee health and care services including NHS England, Public Health England, Monitor, Health Education England, the Care Quality Commission and the NHS Trust Development Authority. Patient groups, clinicians and independent experts have also provided their advice to create a collective view of how the health service needs to change over the next five years if it is to close the widening gaps in the health of the population, quality of care and the funding of services.</p>

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

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	<ul style="list-style-type: none"> • 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.	<p>The Model Procedures for the Management of Land Contamination, CLR 11, have been developed to provide the technical framework for applying a risk management process when dealing with land affected by contamination.</p> <p>The process involves identifying, making decisions on, and taking appropriate action to deal with land contamination in a way that is consistent with government policies and legislation within the UK.</p>
Natural England: A Natural Development	The Natural Development Project launched on 3 November 2009 to demonstrate how both large and small scale development can

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(2009)	<p>incorporate green infrastructure in practice. Natural England and key players in the development sector formed a partnership to understand how to value, design and create quality green infrastructure. The partnership aims to demonstrate how – at different scales and locations – the contribution of the natural environment in regeneration can move from that of traditional landscaping to one of providing vital spaces for people, wildlife, health, wellbeing, and climate change adaptation. The Natural Development project will provide a focus for our engagement with real sites and enable us to practically demonstrate positive planning with developers. It will work to highlight opportunities and overcome barriers to success and enable sharing of best practice to support the mainstreaming of green infrastructure in development and regeneration.</p> <p>Over the coming months and years the project will collect and share:</p> <p>Case Studies, focusing on a range of sites – initially in the Thames Gateway, and widening out as the project progresses.</p> <p>Commentary on problems, opportunities, and issues for large and small scale developments.</p> <p>Technical information relating to our work with developers across the country.</p>
Biodiversity Planning Toolkit (2011)	The Toolkit provides information on the issues to be considered at the forward planning stage, including gathering a sufficient evidence base, biodiversity opportunity mapping, green infrastructure provision, setting spatial biodiversity objectives and targets and identifying potential for biodiversity enhancements.
English Heritage Conservation Principles: for the sustainable management of the historic environment (2008)	This document contains policies and guidance for the sustainable management of the historic environment.
English Heritage, Guidance on Environmental Assessment, Sustainability Appraisal and the Historic Environment (2010)	This guidance focuses on SEA/SA for development plans, building on existing Government advice, it is equally applicable to the preparation of SEAs for other types of documents, such as Local Transport Plans and Water Resource Management Plans.
Conservation Bulletin 47: Characterisation, English Heritage (2005)	A bulletin that explores the subject of characterisation and sets out some examples of studies of local character.
Understanding Place: Historic Area Assessments in a Planning and Development Context, English Heritage (2010)	Sets out guidance for undertaking Historic Area Assessments to inform plan making and development management.
Understanding Place Historic Area Assessments: Principles and Practice, English Heritage (2010)	Sets out guidance for how to undertake assessments for historic areas in order to produce a Historic Area Assessment.
Valuing Places: Good Practice in Conservation Areas, English Heritage (2011)	Sets out a series of exemplary case studies for managing change in the historic environment.
Seeing The History In The View: A Method	Sets out a method for understanding and assessing heritage significance of views.

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For Assessing Heritage Significance Within Views, English Heritage (2011)	
Strategic Environmental Assessment, Sustainability Appraisal and The Historic Environment (2013)	This SEA/SA provides guidance that focuses on key principles required when analysing the historic environment that must be measured for the development of certain Plans and Programmes on the Environment that is also applicable to neighbourhood plans and other documents such as the Local Transport Plans and Water Resource Management Plans.
The Historic Environment in Local Plans Historic Environment Good Practice Advice in Planning: 1 (2015)	This Historic England Good Practice Advice note provides comprehensive steps required for the development of local plans through ascertaining not only the setting of the site, but the 'value to society', to coincide with a strong evidence base that must incorporate the use of local lists, heritage assets, with further consideration of the conservation areas within and outside the site area. The conservation and enjoyment of the historic environment must make a positive contribution, by enhancing the local character and distinctiveness of the area, paying special attention in implementing historic environment legislation the National Planning Policy Framework (NPPF), and the related guidance given in the Planning Practice Guidance (PPG).
Managing Significance in Decision-Taking in the Historic Environment Historic Environment Good Practice Advice in Planning: 2 (2015)	This Historic England Good Practice Advice note provides the key principles required for Managing Significance in Decision-Taking in the Historic Environment, inline with implementing historic environment legislation, the National Planning Policy Framework (NPPF), and the related guidance given in the Planning Practice Guidance (PPG).
The Setting of Heritage Assets Historic Environment Good Practice Advice in Planning: 3 (2015)	The GPA outlines good vital information on good practice to assist local authorities, planning and other consultants, owners, applicants and other interested parties in implementing historic environment policy in the National Planning Policy Framework (NPPF) and the related guidance in the National Planning Practice Guide (PPG).
Tall Buildings Historic England Advice Note 4 (2015)	This Historic England Good Practice Advice note provides guided support to all those dealing with proposals for tall buildings in implementing historic environment legislation, the National Planning Policy Framework (NPPF), and the related guidance given in the Planning Practice Guidance (PPG).
Understanding Place: Character and context in local planning, English Heritage (2011)	Sets out case studies for how historic characterisation can be used to inform plan making and development management decisions.
Understanding Place: Conservation Area Designation, Appraisal and Management, English Heritage (2011)	Sets out guidance for managing change in a way that conserves and enhances historic areas through conservation area designation, appraisal and management.
Good Practice for Local Listing Consultation	Sets out best practice guidance for identifying buildings and structures suitable for local listing and for managing the list.

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Draft, English Heritage (2011)	
Guidance on Heritage Impact Assessments for Cultural World Heritage Properties, ICOMOS (2010)	Sets out guidance for producing Heritage Impact Assessments for World Heritage Sites in order to evaluate the impact of potential development on the Outstanding Universal Value. This may also provide a guide for assessing general impact of development on heritage assets and their settings.
National Institute for Health and Clinical Excellence (NICE): Alcohol-use disorders: preventing harmful drinking	The guidance identifies how government policies on alcohol pricing, its availability and how it is marketed could be used to combat such harm. Changes in policy in these areas are likely to be more effective in reducing alcohol-related harm among the population as a whole than actions undertaken by local health professionals.
National Institute for Health and Clinical Excellence (NICE): Prevention of Cardiovascular disease at the population level	<p>The guidance is for government, the NHS, local authorities, industry and all those whose actions influence the population's cardiovascular health (that is, can help keep people's hearts healthy and prevent strokes). The guidance comprises two sets of recommendations aimed at national policy makers and local practitioners respectively. Recommendations 1 to 12 outline a national framework for action. They break new ground for NICE by focusing on legislative, regulatory and voluntary changes – including further development of existing policies. Topics covered include:</p> <ul style="list-style-type: none"> • 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	<p>This is one of three pieces of NICE guidance published in November 2010 on how to prevent unintentional injuries among under-15s. A second publication covers unintentional injuries in the home and a third covers strategies, regulation, enforcement, surveillance and workforce development. The guidance covers 20 mph limits, 20 mph zones and engineering measures to reduce speed or make routes safer. The recommendations include advice on:</p> <ul style="list-style-type: none"> • 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	<p>This guidance is for all those who are involved in promoting physical activity among children and young people, including parents and carers. The NICE recommendations give advice on:</p> <ul style="list-style-type: none"> • 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	<p>authorities, transport planners, those working in local authorities and the education, community, voluntary and private sectors. The seven recommendations cover strategy, policy and plans, transport, public open spaces, buildings and schools. They include:</p> <ul style="list-style-type: none"> • 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 SPG (2014)	The GLA and London Councils have produced an SPG 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	
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 Environment SPG (2014)	This SPG provides guidance on the implementation of London Plan Policy 7.2 An inclusive environment and of other policies in the 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,

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	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	<p>This strategy covers the following forms of violence against women and girls:</p> <ul style="list-style-type: none"> • 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. <p>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.</p>
Police and Crime Plan 2013	The Police and Crime Plan 2013-2016 outlines the Mayor's mission, priorities and objectives for tackling crime and making London safer.
2013 Round Ethnic Group Population Projections	The White population of Greater London is projected to be fairly stable at about 4.9 million over the next decade and increase very slightly thereafter, reaching 5.1 million in 2041. The BAME population of Greater London is projected to increase from 3.3 million in 2011 to 5.2 million in 2041. By the Census year 2011 the Black African population (576 thousand) had surpassed the Indian population (545 thousand) to become the biggest individual BAME ethnic group in Greater London
Hate Crime Reduction Strategy (20xx)	The strategy sets out plans to boost confidence across all communities in reporting hate crime, develop ways to prevent offences and reduce repeat victimisation and outlines how agencies can work together to ensure swift and sure justice for victims. Hate crime is defined as any criminal offence which is perceived, by the victim or any other person, to be motivated by a hostility or prejudice based on a personal characteristic, specifically race, religion/ faith, sexual orientation, disability and transgender identity.
London Enriched (2009) and update (2013)	London Enriched is the Mayor's refugee integration strategy, setting out a vision for refugee integration in the capital, focusing on the right of refugees to live in dignity and security, sharing with other Londoners the same life chances and opportunities to contribute.
An evidence base on migration and integration in London (2010)	The report begins with a literature and demographic review presenting a picture of migration in London and the key issues around migrant integration. This draws together the state of the academic and policy literature with as recent as possible primary data provided by the GLA and UK Border Agency and original data analysis conducted by COMPAS. The work was conducted over two months in Spring 2010. The report presents the broad contours of the contemporary migration landscape in London, before looking at each of the Mayor's integration strategy core themes in terms of barriers and factors to successful integration and policy implications arising. It concludes with a framework of interventions, noting the policy priorities arising from the evidence for each of the themes.
Planning for Equality and Diversity in London SPG (2007)	<p>This SPG:</p> <ul style="list-style-type: none"> • provides guidance to boroughs, partners and developers on the implementation of policies in the London Plan which relate to equality 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
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

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	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 achievements and next steps in: Maintaining London's position as a world city of culture, Widening the reach, Education and skills, Infrastructure, environment and the public realm. It provides a recap of the cultural triumphs and cultural legacy from the Games.
Culture on the high street guide 2013	The <i>Culture on the High Street</i> guide will help local authorities, town centre managers and business improvement districts to improve the quality and ambition of culture on our high street.
Working Paper 48: Culture and regeneration - What evidence is there of a link and how could it be measured? (2011)	Despite much research, there have been few comprehensive evaluations of culture-led regeneration schemes and so a good evidence base does not exist. A review of the limited evidence shows mixed results and much uncertainty of the impact of culture-led regeneration. Current evaluation measures are not appropriate for understanding the long-term and dynamic changes that regeneration schemes may cause and instead these schemes should be monitored, focusing on both people and places.
Culture and the Night Time Economy (November 2017)	Adopted Supplementary Planning Guidance detailing guidance on how to protect and enhance cultural venues in policy, focus on how to offer more protection for pubs and explaining the 'Agent of Change' principle, promoting the night-time economy and balancing the needs of local residents, making culture and night time economy more inclusive and accessible, and looking at ways to manage the impacts of the night-time economy.
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: <ul style="list-style-type: none"> • 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

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Jobs and Growth Plan (London Enterprise Panel) 2014	<p>provides to the land it uses</p> <p>It will help to deliver jobs and growth for London through:</p> <ul style="list-style-type: none"> • 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)	<p>This report outlines GLA Economics' latest employment projections and shows that jobs in London are projected to grow by more than 850,000 by 2036. The report also provides future projections for both the occupations and qualifications of those employed in London. The report looks at the level of turnover in the labour market with the analysis suggesting that just over half a million people left their occupation in London in 2012. The report also considers the projected increase in London's population and considers the extent to which the demand for, and supply of, labour is likely to be in balance in the longer term.</p>
Alcohol Consumption in the nighttime economy (2012)	<p>The night-time economy (NTE) is activity which occurs between the hours of 6pm to 6am and involves the sale of alcohol for consumption on-trade (e.g. bars, pubs and restaurants). This work looks at the most effective ways to mitigate the costs associated with alcohol in the NTE. It is combined with a tool which estimates (currently measurable) pros and cons for each London Local Authority. The policy options assessed cover pricing, licensing, premise design and operations, public realm design, service interventions, and community mobilisation.</p>
London's Super Connected City Plan (2012)	<p>London's Super Connected City Plan is ambitious and innovative. It will underpin the capital's aspiration for contiguous ultrafast connectivity, provide the digital infrastructure needed for the new economy and help East London realise its full economic potential. Successful delivery of this plan will be critical to realising the Mayor of London's prime objective: economic growth for London, and job creation for Londoners.</p>
Mayor's Economic Development Strategy (2010)	<p>The Mayor's vision is for London to be the best big city in the world. The Economic Development Strategy sets out this vision with respect to the London economy, and how it can be realised. The Mayor's ambitions are for London to be the World Capital of Business, and to have the most competitive business environment in the world; to be one of the world's leading low carbon capitals, for all Londoners to share in London's economic success and for London to maximise the benefits of the 2012 Olympic and Paralympic games.</p>
Economic Evidence base (2010)	<p>This document aims to provide an economic evidence base to support the three Mayoral strategies that have recently been revised (the London Plan, the Economic Development Strategy and the Transport Strategy).</p>
GLA Employment Time Series (2010)	<p>Roger Tym and partners were commissioned by the GLA to produce historic and projected employment data by sector and borough. The objectives are:</p> <ul style="list-style-type: none"> • 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	<p>The London Office Policy Review is the most recent in a series of independent reviews of office market trends commissioned by the GLA. It includes robust Monitoring Benchmarks and associated time series data to illustrate key trends and market relationships and their bearing on policy. LOPR 12 includes:</p> <ul style="list-style-type: none"> • A review of office-based employment projections and office floor space need estimates to inform future alterations to the London Plan

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	<ul style="list-style-type: none"> • An assessment of the impact of recent economic events on different parts of the London office market, and those which might be anticipated in the future • 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 policies.
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

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	and identifies the area based issues facing these markets. The analysis also considers the contribution street markets can and are making to London's economy. The study has been used to inform the LDA (and the wider GLA group) what role they could have in supporting street markets. The study includes research on all types of London retail markets (such as clothing, arts, food etc) but exclude wholesale markets.
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: <ul style="list-style-type: none"> • Supporting the evolution and diversification of town centres • Delivering mixed use housing intensification • Quality matters • Promoting Accessibility and Connectivity

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	<ul style="list-style-type: none"> • Town centre regeneration and initiatives • 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.
Practice Note on Industrial intensification and co-location through plan-led and masterplan approaches (November 2018)	This practice notes sets out how plan-led and masterplan approaches can achieve industrial intensification, and the guidelines for borough industrial land demand / supply studies in London.
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)	<p>The Mayor's Climate Change Adaptation Strategy:</p> <ul style="list-style-type: none"> • 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. <p>The key actions proposed in the strategy are:</p> <ul style="list-style-type: none"> • 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.
Energy Planning Guidance (2018)	This Energy Planning guidance sets out how energy can be used to mitigate against climate change, and sets out how energy and carbon emissions should be reported on, as well as setting out guidance for the cost of carbon and the carbon offset fund.
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.

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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. Among those characteristics exhibiting the largest levels of variation in well-being are qualification level, health and disability status, along with some variation seen across different age and ethnic groups.
London Mental Health: The invisible costs of mental ill health (2014)	This report aims to, where possible, quantify the impact of mental ill health in London in order to highlight the scale of the problem. It does this through analysing the wider economic and social impacts of mental ill health. As such the measurement and quantification of the costs of mental ill health go beyond usual measures of economic output, or Gross Value Added (GVA) to consider, amongst other things, so-called 'non-market' impacts, for instance the impact on individuals' quality of life from mental ill health. The intention is for this to provide for a more 'all-encompassing' measure of the economic and social costs of mental ill health to London.
The London Health Inequalities Strategy (2010)	The London Health Inequalities Strategy sets out the Mayor's commitments to work with partners to: 1 Promote effective parenting, early years development, young people's emotional health and readiness for learning 2 Motivate and enable Londoners to adopt healthier behaviours and engage in lifelong learning 3 Build knowledge about health and wellbeing, tackling stigma and taboo in the process 4 Promote community development approaches to improve health, and actively support the role of the third sector 5 Build public sector capacity to engage more effectively with individuals, communities and the Voluntary and Community Sector (VCS).
The London Health Inequalities Strategy: First Steps to Delivery (2012)	This 'First Steps to Delivery' plan sets out the actions prioritised to 2012 against the thirty high-level commitments which form the bedrock of the strategy.
Takeaways Toolkit: Tools, interventions and case studies to help local authorities develop a response to the health impacts of fast food takeaways (2012)	Takeaways may be good for London's economy, but they're often bad for Londoners' health. To help London boroughs balance these conflicting priorities and understand the options available when considering the health impacts of fast food, we've created a 'takeaways toolkit'. The toolkit has three main recommendations for boroughs: <ul style="list-style-type: none"> • 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: <ul style="list-style-type: none"> • 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.

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Our Healthier South East London (2014)	Our Healthier South East London is a five year commissioning strategy which aims to improve health, reduce health inequalities and ensure all health services in south east London meet safety and quality standards consistently and are sustainable in the longer term.
NHS London: A Call to Action (2014)	This builds on NHS England's national Call to Action document published in July, which set out a case that the NHS must transform in order to continue to deliver the best care to those who need it.
Better Health for London: Next Steps (2015)	The Mayor of London, NHS England (London), Public Health England, London Councils and the 32 GP-led clinical commissioning groups have come together to outline how, individually and collaboratively, they will work towards London becoming the world's healthiest major city.
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)	<p>The London Plan sets out policies to conserve and enhance London's World Heritage Sites and their settings, and states that the Mayor will produce guidance on defining the settings of London's World Heritage Sites. There are four World Heritage Sites and one potential site on the Tentative List in London:</p> <ul style="list-style-type: none"> • 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) <p>Each has been designated because of its outstanding universal value of international significance. The sites themselves are set in a very dynamic, complex urban environment in which pressure for development is high. However one of the things that makes London distinctive is the way it combines old and new, protecting heritage but encouraging change. The Mayor has brought forward guidance on how this dynamic relationship can be managed in ways that protect the value of the sites and whilst also allowing the city to grow and change around them</p>
Character and Context SPG (June 2014)	Adopted SPG sets out guidance on attributes of character and context in London (physical, cultural, social, economic, perceptions and experience), how character is created and how these aspects of character relate to one another and how understanding character can be used to manage change so that it sustains and enhances the positive attributes of a place.
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

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	that only by working together can we agree a long-term financial settlement with national government, free up local councils to build, promote institutional investment in new housing, bring forward surplus public land and develop Housing Zones across the capital to drive delivery. The strategy also aims to make sure that the homes we build better reward those who work hard to make this city a success – by massively increasing opportunities for home ownership, by improving the private rented sector and by ensuring working Londoners have priority for affordable homes to rent.
Housing in London (2014)	Housing in London is the evidence base for the Mayor’s London Housing Strategy, summarising key patterns and trends across a wide range of topics relevant to housing in the capital.
GLA Housing Design Guide Interim edition (2010)	The new ‘interim edition’ of the London Housing Design Guide sets out the Mayor of London’s aspirations for the design of new housing in the capital. The Mayor is committed not just to delivering more homes in London, but also to improving the quality of our homes. The London Development Agency has published the new London Housing Design Guide, which sets a new benchmark for housing design in London. All housing built on London Development Agency land is expected to meet these standards. The standards will also start to be applied to housing schemes applying for funding from the London Homes and Communities Agency from April 2011.
South East London Housing Market Assessment (2014) and sub reports	Cobweb were commissioned by local authorities in South East London to undertake a Strategic Housing Market Assessment (SHMA) for the sub region. The local authorities involved in the project are Bexley, Bromley, Greenwich, Lewisham and Southwark. A SHMA is a framework that local authorities and regional bodies can follow to develop a good understanding of how housing markets operate.
The Private Rented sector in South East London and Lambeth (2014)	<p>The aim of the research was threefold:</p> <ul style="list-style-type: none"> • 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 Moliar London to produce a report called ‘Barriers to Housing Delivery in London’. The report’s purpose, broadly, was to find out why developers in London were not building more homes for private-sale. The report’s conclusion was, broadly, ‘they are building more homes for private sale than you think’. Moliar London was asked to update that report. This time the brief might be simplified as ‘the stock of unbuilt private-sector planning permissions in London is significant –so why aren’t we hitting housing delivery targets?’. This report’s conclusion can be summarised as ‘big schemes in London are commencing units in line with the numbers required to meet housing need’.
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

Plan, Strategy or Programme	Summary of objectives and targets
	aim of this research was to inform the implementation of London Plan and borough policy. The study incorporates a policy review, an analysis of baseline data on London's student population and student accommodation, and primary research. The data has been used to help forecast future student population growth and accommodation needs and the potential impact of the HE sector on London's economy, followed by a number of recommendations.
Mayor's Academic Forum Recommendations Paper – student housing (2014)	<p>The Mayor's Academic Forum was established through the 2011 London Plan particularly to support implementation of Policy 3.8 Bh, which recognises that specialist student provision could give rise to concerns over:</p> <ul style="list-style-type: none"> • 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, • the way these issues are expressed in parts of inner London "<i>where almost three quarters of the capacity for new student accommodation is concentrated</i>". <p>The <i>Mayor's Academic Forum Recommendations Paper – student housing</i> is the first report of the Mayor's Academic forum to the Mayor, focusing on strategic planning issues for student housing. Its main recommendations have been reflected in FALP paragraphs 3.52, 3.53a and 3.53b.</p>
Affordable Housing and Viability SPG (August 2017)	Adopted SPG details the commitment by the mayor to the delivery of affordable homes through the planning process. This SPG introduces the Threshold Approach to affordable housing through Policy H5 of the intend to publish London Plan and Affordable Housing and Viability Supplementary Planning Guidance (SPG).
Housing SPG (March 2016)	Adopted SPG details guidance on a range of strategic policies including housing supply, residential density, housing standards, build to rent developments, student accommodation and viability appraisals.
Practice Note on the threshold approach to affordable housing on public land (July 2018)	This practice note sets out further detail on the threshold approach to applications on public land, including the fast track route and viability tested route.
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	This SPG sets out guidance on implementation of London Plan policies on the funding of Crossrail, planning obligations and the Community Infrastructure Levy (CIL).

Plan, Strategy or Programme	Summary of objectives and targets
Infrastructure Levy – SPG (2013)	
Social Infrastructure SPG (2015)	<p>Social infrastructure includes a wide range of services and facilities, including health, education, community, cultural, play, recreation and sports facilities, faith, emergency facilities and many other local services and facilities that contribute to quality of life.</p> <p>The draft guidance;</p> <ul style="list-style-type: none"> • 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 that 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	
London Plan (2015)	<p>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.</p>
London Implementation Plan (2013)	<p>The Implementation Plan is intended to:</p> <ul style="list-style-type: none"> • 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). <p>The Plan will be updated regularly.</p>
London Planning Statement (2014)	<p>The NPPF revoked Government Office for London Circular 1/2008 which “provided advice and guidance on the arrangements for strategic planning in London”. The Mayor considers that it is helpful for him to fill the gap this leaves with a document that provides some information about his planning functions, and the way in which he intends to carry them out. This document is intended to be helpful to anyone concerned with planning in London, including boroughs, specialist agencies, developers, amenity and voluntary groups, individual neighbourhoods and Londoners. It:</p> <ul style="list-style-type: none"> • 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

Plan, Strategy or Programme	Summary of objectives and targets
	<ul style="list-style-type: none"> 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)	<p>The aim of the Mayor's ambient noise strategy is a practical one – to minimise the adverse impacts of noise on people living and working in, and visiting London using the best available practices and technology within a sustainable development framework.</p> <p>Three key issues are:</p> <ol style="list-style-type: none"> 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 economic growth.
Open Spaces Strategies: Best Practice Guidance (2008)	This document provides guidance on how to create an open space strategy. Drawing on the lessons learnt from 5 years of CABE Space strategic enabling support with local authorities across England, it updates earlier CABE Space guidance, (<i>Green space strategies: A good practice guide</i> , 2004), and combines this with an update of the guidance for London, (<i>Mayor's guide to preparing open space strategies; Best practice guidance of the London Plan</i> , 2004), to provide one comprehensive guide for England.
Connecting with London's Nature. The Mayor's Biodiversity Strategy (2002)	The document details the Mayor's vision for protecting and conserving London's natural open spaces. It seeks to ensure that there is no overall loss of wildlife habitats in London, and that open spaces are created and made accessible, so that all Londoners are within walking distance of a quality natural space. The strategy is an important step in establishing a London-wide framework for maintaining London's diversity of wildlife.
Preparing Borough Tree and Woodland Strategies SPG (2013)	<p>The Preparing Borough Tree and Woodland Strategies Supplementary Planning Guidance, a joint publication with the Forestry Commission, has been published. It sets out an approach to trees and woodland that:</p> <ul style="list-style-type: none"> 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.

Plan, Strategy or Programme	Summary of objectives and targets
Shaping Neighbourhoods: Play and Informal Recreation SPG (2012)	This SPG aims to help those involved in planning local neighbourhoods to engage with young Londoners to deliver real improvements in the quality of play spaces. The Mayor wants to see a child-friendly London with inclusive, accessible, and safe play spaces that allow all young Londoners to engage in fun, positive, and healthy play and recreation in their own communities and throughout London. The 2012 SPG adds further guidance to the previous 2008 SPG, in particular expanding on the concept of lifetime neighbourhoods.
London's Foundations SPG (2012)	<p>London's Foundations (2009) was a joint publication with Natural England setting out London's geological heritage, explaining the process for identifying sites of national, regional and local geological importance, identifying important geological sites for protection and advising boroughs on how to promote as well as protect geodiversity. It has been updated to reflect:</p> <ul style="list-style-type: none"> • 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 (2014)	This SPG provides guidance on what measures developers can include in their building designs and operations to achieve the carbon dioxide and water consumption targets set out in the London Plan. It also provides guidance on how boroughs can take forward the new approaches set out in the London Plan, such as carbon-dioxide off-setting, retrofitting and 'air quality neutral'.
Adapting to Climate Change: A checklist for development (2005)	This guidance on designing developments in a changing climate was published by the Greater London Authority. The main actions are summarised in a simple to use checklist, however, it is not intended to be a design manual, although it does contain signposts to more detailed guidance.
Sustainable Development Framework for London. London Sustainable Development Commission (June 2003)	<p>This Framework has been developed by the London Sustainable Development Commission, appointed by the Mayor in May 2002 to advise on sustainability issues in the capital. It is the first Sustainable Development Framework for London. It sets out a Vision for the capital and a set of objectives to guide decision making.</p> <p>The Framework should be used to:</p> <ul style="list-style-type: none"> -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.
All Green Grid SPG (March 2012)	Adopted SPG sets out guidance for designing and managing green and open spaces to bring about previously unrealised benefits. The aim is to engage all stakeholders to collectively increase the delivery of green infrastructure in London. This is beneficial for sustainable travel, flood management, healthy living, creating distinctive destinations, and associated positive economic and social consequences.
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

Plan, Strategy or Programme	Summary of objectives and targets
	<p>sets out the Mayor's transport vision and describes how Transport for London (TfL) and its partners, including the London boroughs, will deliver that vision. Six goals set out how the overarching vision should be implemented. The transport strategy should:</p> <ul style="list-style-type: none"> • 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	<p>The Mayor's Vision for Cycling document sets out how this will be achieved, focusing on four key outcomes:</p> <ol style="list-style-type: none"> 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 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.
Land for Industry and Transport SPG (September 2012)	Adopted SPG sets out guidance on the requirements of industrial land, surplus industrial land and appropriate process for its release, addressing the requirements of different sectors to address their competitiveness, and identifying and protecting land for transport functions.
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	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

Plan, Strategy or Programme	Summary of objectives and targets
Strategy	harm to the environment through better waste management.
London Waste Apportionment Study (2007) – update and further sensitivity testing	<p>Subsequent to the reiteration of the apportionment, published in December 2006, further data of relevance to criteria within the model has become available. The update includes</p> <ul style="list-style-type: none"> • 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 cycle can be recovered with maximum value and how this can be provided as a high quality recycled material in new builds.
Good Practice Note – Dealing with contaminated and polluted sites	This Good Practice Note sets out how contaminated land and polluted sites should be managed and dealt with, as well as how they should be treated in the planning application process.
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
Thames River Basin Management Plan (2009)	<p>The EU Water Framework Directive requires the Environment Agency to prepare and publish 10 River Basin Management Plans (RBMP) by 2009 to promote the concept of sustainable water management. Their aims are:</p> <ul style="list-style-type: none"> • 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)	A five-year Plan which sets out proposals to maintain and improve services during the period 2015 to 2020.

Plan, Strategy or Programme	Summary of objectives and targets
2015-2020	
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	
Cultural Strategy 2017-2022	This cultural strategy sets out our vision until 2022. It continues to place culture and creative industries at the heart of our priorities, shaping the context and delivering a range of programmes that support our long term ambition of Southwark being the first choice for people to live, work, study and visit.
The Council Plan 2018 to 2022	The Council Plan is the council's overarching business plan. A Council Plan for 2018/22 was agreed by Cabinet in 2018. 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. An update for 2020 to 2024 is being prepared after the election of a new leader of the council.
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.

Policy or Plan	Summary of objectives and targets
Children and Young People's Plan 2013-2016	This strategy provides a plan for all local services affecting children and young people in Southwark. The aims in the next three years are: improved literacy and numeracy; more things to do; less crime against children and young people; fewer teenagers getting pregnant; and a reduction in the rate of increase of children who are obese.
Southwark Primary and Community Care Strategy 2013-2018	This plan describes Southwark Clinical Commissioning Group's intentions to build strong local services to meet the challenges of improving care over the next five years. It supports a range of our other plans and priorities as well as reflecting national policies and thinking on the best way to ensure that primary and community care services are fit for the future.
Southwark Statement of Community Involvement (2008)	The Statement of Community Involvement (SCI) sets out how and when Southwark Council involve the community in the alteration and development of town planning documents and applications for planning permission. This ensures there is effective community involvement in the planning process.
Safer Southwark Partnership Action Plan (2013-2015)	The Safer Southwark Partnership (SSP) has agreed minimum standards of service for responding to antisocial behaviour and for victims and witnesses of crime. These are a commitment to residents that the SSP will continue to keep Southwark a safe place to live, work and visit.
Southwark Violent Crime Strategy 2010/2015	The Southwark violent crime strategy 2010/15 detailing how the council, police and other partners in Southwark are tackling violent crime in the borough.
Southwark Statement of Licensing Policy 2016-2020	Section 5 of the Licensing Act 2003 requires each licensing authority to prepare and publish a statement of its licensing policy every five years.
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 2017-2022	This strategy sets out commitments and objectives to ensure that Southwark is a full employment borough with a job opportunity for every Southwark resident who wants to work.
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: <ul style="list-style-type: none"> • 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 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

Policy or Plan	Summary of objectives and targets 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	<p>The strategy sets out a set out principles as the basis for the development of extended schools in Southwark.</p> <p>The strategy anticipates that providing extended services will</p> <ul style="list-style-type: none"> • 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 (Southwark) (2013)	The Better Environment, Better Health guide offers tailored information on seven important environmental factors that can impact on residents' health. These factors are green spaces, active travel and transport, surface water flood risk, air quality, healthy food, fuel poverty and overheating. These guides are written for borough Health and Wellbeing Boards, Directors of Public Health, elected members, Regeneration and Planning Officers, Environmental Officers, Health Watch and Clinical Commissioning Groups (CCGs). The guides aim to influence local borough decisions and how budgets are decided and allocated. The hope is to encourage more

Policy or Plan	Summary of objectives and targets
	collaborative work to reinforce London's resilience to changes in climate and improve Londoners' health.
Southwark Alcohol Needs Assessment (2011)	The Alcohol Needs Assessment quantifies the prevalence of alcohol related behaviours, the impact of alcohol on health in Southwark and assesses the services provided to reduce alcohol related harm.
Annual Public Health Report 2010	Life expectancy in Southwark has never been higher, with women in Southwark living to an average of 82.9 years, which is above the national average of 82.3 and men in Southwark living to an average of 77.8 years. However, every year up to 600 people die in Southwark before the age of 75. This year's Annual Public Health Report for Southwark focuses on how GP practices can work with their patients to prevent more early deaths. Southwark's early death rates from heart attack and chronic obstructive lung disease (covering emphysema and bronchitis) was significantly higher than the national average.
Children and Young People's Health Needs Assessment (2010)	A detailed analysis of the demand and performance of Southwark's services and how this contributed to the development of the Children and Young People's Plan 2010-2013.
Southwark Children and Young Peoples Health plan (2010)	<p>This plan sets out how we will improve the wellbeing of children and young people in regard to the five Every Child Matters outcomes:</p> <ul style="list-style-type: none"> • Be healthy • Stay safe • Enjoy and achieve • Make a positive contribution • Achieve economic wellbeing <p>This plan recognises and addresses the far-reaching implications of statutory changes to children's trusts, local safeguarding children boards, Children and Young People's Plans and the roles of lead members and directors of children's services, which came into force on 1 April 2010.</p>
Southwark Health Profile 2013	This report contains a summary of health and wellbeing issues represented through available statistics obtained from reliable sources. This document forms a part of the suite of documents published as a part of the Joint Strategic Needs Assessment work programme. The document is intended to provide an understanding of the health and well-being of Southwark residents. The content of this report is meant to support the health and social care commissioners; along with other stakeholders in primary, secondary and community care including local voluntary sector agencies.
Public Health Observatories: Southwark Health Profile (2014)	This profile gives a picture of people's health in Southwark. It is designed to help local government and health services understand their community's needs, so that they can work to improve people's health and reduce health inequalities.
Public Health Outcomes Framework: Southwark (2013)	<p>The Public Health Outcomes Framework 'Healthy lives, healthy people: Improving outcomes and supporting transparency' sets out a vision for public health, desired outcomes and the indicators that will help us understand how well public health is being improved and protected. The framework concentrates on two high-level outcomes to be achieved across the public health system, and groups further indicators into four 'domains' that cover the full spectrum of public health. The outcomes reflect a focus not only on how long people live, but on how well they live at all stages of life. This profile currently presents data for the first set of indicators at England and upper tier local authority levels, collated by Public Health England.</p> <p>The profile allows you to:</p> <ul style="list-style-type: none"> -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.

Policy or Plan	Summary of objectives and targets
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.
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	This is a guide to local authorities from Historic England on how to achieve the objectives of the NPPF for the historic environment and

Policy or Plan	Summary of objectives and targets
sound plan under the NPPF, 2012, English Heritage	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: <ul style="list-style-type: none"> • 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	
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	

Policy or Plan	Summary of objectives and targets
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:	
<p>Lewisham Council Sustainable Community Strategy (2008-2020)</p> <p>Our vision 2020: Lambeth Community Strategy (2008-2020)</p> <p>Croydon community Strategy 2010-2015</p> <p>The City Together Strategy: the Heart of a World Class City 2008-2014</p> <p>Tower Hamlets Community Plan (2011)</p> <p>Building a better Bromley 2020 (2009)</p> <p>Westminster City Plan (2006-2016)</p>	<p>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.</p>
<p>Lambeth Core Strategy (2011) and Draft Local Plan (2015)</p> <p>Lewisham Core Strategy (2011)</p> <p>Bromley saved UDP (2006) and emerging Local Plan (2014)</p> <p>The City of London Local Plan (2015)</p> <p>Tower Hamlets Core Strategy (2010)</p> <p>Croydon Strategic Policies</p> <p>Westminster City Plan: Strategic Policies (2013) and saved UDP (2010)</p>	<p>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.</p>

Policy or Plan	Summary of objectives and targets
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 (proposed submission version option) (2017)	The New Southwark Plan explains the strategy for the regeneration of Southwark and contains area visions setting out aspirations for places, strategic policies setting out the Council's strategy for planning and regeneration. It contains detailed development management policies.
Southwark Core Strategy (2011)	The Core Strategy is a planning document that sets out how Southwark will change up to 2026 to be the type of place set out in our Sustainable Community Strategy (Southwark 2016). It affects everyone living, working and visiting Southwark. The core strategy sets out our long term vision, spatial strategy and strategic policies with an implementation plan up until 2026 to deliver sustainable development.
Southwark Plan Saved Policies (2010)	The Southwark Plan policies are saved where they are consistent with the core strategy.
Area Action Plans	<p>An Area Action Plan (AAP) is a development plan document focused upon a specific location or area subject to conservation or significant change. This could include a major regeneration project or growth area. It ensures development of an appropriate scale, mix and quality for key areas of opportunity, change or conservation. AAPs are subject to independent examination.</p> <p>Peckham and Nunhead Area Action Plan (2014)</p> <p>Aylesbury Area Action Plan (2010)</p> <p>Canada Water Area Action Plan (2012)</p>
Southwark Plan Adopted Policies Map (updated March 2012)	<p>The adopted proposals map is part of Southwark's Local Plan and shows the proposals and policies for the following adopted plans which are used to make decisions on planning applications:</p> <ul style="list-style-type: none"> • Southwark Plan (Southwark Unitary Development Plan) adopted July 2007 • Aylesbury Area Action Plan • Canada Water Area Action Plan March 2011 <p>The adopted proposals map is updated each time a new Development Plan Document in the LDF is adopted.</p>

Policy or Plan	Summary of objectives and targets
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)	<p>The AMR assesses if our planning policies achieve their objectives and targets by using a collection of data from local, regional and national sources and a number of indicators that measure performance.</p> <p>The AMR sets out:</p> <ul style="list-style-type: none"> • 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 Strategy & Action Plan (April 2017)	This revised Air Quality Action Plan lists 113 actions that Southwark will undertake under the new London Local Air Quality Management Framework that was announced by the GLA in 2016.
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 High Streets Survey (2015)	This report sets out an analysis of the retail audit, footfall observations and interview on eight high streets across the borough and their analysis. Comments were made on the retail mix, people on the Highstreet, footfall densities and attitude and usage of high streets.
Southwark Retail Study (2015)	<p>The study considers:</p> <ul style="list-style-type: none"> • 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 explores 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.
The Movement Plan (2019)	This sets out our approach to improve people's experience of travel to, within and around the borough. The plan places people and their wellbeing at the heart of our policy and sets our vision for the next 20 years (2041). It includes missions and actions to ensure that we meet our vision.
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 requirements 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.

Policy or Plan	Summary of objectives and targets
Metropolitan Police Estate – Asset Management Plan (2007)	This document sets out the strategy for improving the Metropolitan Police Estate in Southwark over the next three years. The future estate will be based around the following five operational policing themes: <ul style="list-style-type: none"> • Safer Neighbourhoods bases • 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

Old Kent Road Opportunity Area – Evidence Base

Policy or Plan	Summary of objectives and targets
Economy	
Old Kent Road Business Survey Update Findings Report (We Made That) LB Southwark (2019)	This study sets out the findings from the Old Kent Road Business Survey. It sets out the number of businesses in the area through an audit. It sets out the methodology for this audit, what the findings were and more detailed interview survey findings into business type, employment and recruiting, site needs, anticipated growth and views on the OKR area.
Confirmation of Article 4 Direction for Pubs (2017)	This document sets out the Article 4 Direction for the protection of pubs, which authorises the confirmation of the Article 4 direction to withdraw the permitted development rights granted by the General Permitted Development Order 2015 (as amended) for changes of use, demolition and alteration of public houses. This protects pubs in the Old Kent Road from changes of use, demolition and alteration.

Light Industrial (B1c) Article 4 Direction	This document sets out the Article 4 Direction for the protection of light industrial land uses on selected sites across the borough. This recognises the important contribution of light industrial premises make to local employment in the borough.
Employment Land Study – Old Kent Road (2016)	This study sets out an overview and more detailed descriptions and profiling of the policy context, socio economic profile, Old Kent Road Property Market profile, demand for property, drivers of demand for priority as well as consultation with local businesses. This cumulatively sets out the future development potential of the Old Kent Road Opportunity Area for employment uses.
Old Kent Road Employment Land Study – Appendix B: Urban Design Guidance (2016)	This document sits alongside the above Employment Land Study. It offers guidance for the design and efficient and attractive mixed-use urbanism that allows for residential and employment uses to co-exist in a meaningful way.
Southwark Retail Study Old Kent Road Update (2018)	This is a study of retail in the Old Kent Road opportunity area, and takes into account the OKR capacity testing work and policy evolution to assess the implications of 20,00 new homes in the opportunity area and its impact on retail, specifically the impacts on convenience goods, comparison goods and food and beverage.
Old Kent Road Workspace Demand Study (2019)	This study considers future workspace demand and requirements within the Old Kent Road to support the iterations of the policies and masterplan in the OKR AAP, and what this means for workspace demand.
Affordable workspace in Southwark – Evidence of needs (2019)	This report sets out a detailed evidence base that support recommendations for the delivery of affordable workspace in the London Borough of Southwark.
Transport	
Old Kent Road Surface Transport Study	This study set out the function and movement of existing surface transport. It explored the Old Kent Road corridor to understand how walking, cycling, public transport, general traffic and freight interact and move together and mapped the key challenges of this. The study then set out potential future demand for surface transport and the key implications of this growth and then set out new potential corridor functions and concepts for intervention to improve the flow and movement of travel to ensure it is more sustainable and safer.
Viability	
Old Kent Road Opportunity Area Viability Study (2016)	This report tests the ability of a range of representative real and notional sites across the OKR to viably meet the planning policies in the London Plan, emerging New Southwark Plan and emerging OKR AAP and OAPF.
Education	
Secondary School Feasibility Study	This study assess the capacity of the development possible on three connecting sites to facilitate a secondary school and mixed use development.
Housing	
Housing and Affordable Workspace Viability Study	The New Southwark Plan Evidence Base: Housing and Affordable Workspace Policies Further Viability Sensitivity Testing takes into account the cumulative impact of the NSP's emerging requirements for affordable housing and affordable workspace. These requirements will also apply to development in the OKR. The study tests the impacts of these studies and sets out that these are viable policies.
Energy and Environment	
Old Kent Road Integrated Water	This paper sets out a strategy to manage water in the Old Kent Road. The paper sets out new integrated water

Management Strategy (2016)	measures to support the regeneration of the Old Kent Road to ensure that water discharge and demand is properly managed to mitigate against issues of water and sewer capacity.
Old Kent Road Decentralised Energy Strategy (2016)	This paper appraises the potential for using an area-wide heat network to provide a source of low carbon heat to serve new and existing development in the Old Kent Road Opportunity Area.
Southeast Joint Waste Planning Technical Paper	This paper sets out how the southeast London Boroughs joint waste planning group will apportionment waste at a borough level as set out in the London Plan and emerging New Southwark Plan.
Character, Place and Heritage	
Old Kent Road Characterisation Study (2016)	This study sets out the character of the Old Kent Road by doing an analysis of the key periods of history that shaped the local character and environment, an area wide analysis of built form, street form, movement, land use, social housing estates, building heights and public space. It then went onto set out the overall character of the different areas and summarised the consultation undertaken as part of the study.
Old Kent Road Place Making Study (2016)	This study set out possible different options for the OKR AAP, setting out the testing of a number of different growth scenarios, typologies, footprints and uses to meet the objectives and vision for the Old Kent Road.
Urban Design Studies	
Cantium Park Local Development Study (2017)	The purpose of this Local Development Study (LDS) is to explore and test the principles identified in the Old Kent Road (OKR) Area Action Plan (AAP) and the Place-making Study in more detail for the OKR14 site. It will also help to co-ordinate current developer activity across the Malt Street, Cantium Retail Park, Nyes Wharf, the council depots, Livesey Place, and the former Civic Building sites. This study will inform further masterplan iterations.
Cantium Retail Park Feasibility Study (2018)	This study assesses the redevelopment potential of an area within the Old Kent Road Opportunity Area (Cantium Retail Park). This will inform emerging placemaking principles, typologies, assess development capacity and inform ongoing discussions and masterplan iterations.
Livesey Park Local Development Study (2018)	This study assesses the redevelopment potential of an area within the Old Kent Road (OKR) opportunity area. Building on existing masterplan work, the study will help shape emerging placemaking principles, open space strategy and assess development capacity potential. This study will inform further masterplan iterations.
Mandela Way and Dunton Road Feasibility Study (2018)	This report examines the potential capacity for the mixed-use redevelopment, consisting of distribution, industrial, employment, town centre and residential uses, for OKR 3 & 4 sites within the Old Kent Road Area Action Plan (AAP).
Old Kent Road South Local Development Study (2016)	This report explores and test the identified in the OKR Area Action Plan (AAP) and the Placemaking Study in more detail in order to co-ordinate developer activities within an area incorporating: the Ruby Triangle, the Gasometers and Sylvan Grove. This study will inform further masterplan iterations.
Sandgate Street and Verney Road Feasibility Study (2018)	This study assess the capacity of the development possible on three connecting sites from Sandgate Street to Verney Road to facilitate a secondary school and mixed use development. This has informed the evolution of the masterplan in the OKR AAP.
Six Bridges Industrial Estate Feasibility Study (2018)	This report assesses the principles established for OKR15 and develop these urban design principles further to inform future iterations of the masterplan.
South Bermondsey Dive Under	This study assesses the development potential of the Bermondsey Trading Estate and the land around the new

Masterplan (2019)	Bermondsey Dive under with the intention of intensifying B1c, B2 and B8 uses within the study site.
Stables and Forge Feasibility Study (2018)	This feasibility study estimates the number of possible flats and massing for the three sites associated with the Stables and Forge site. This will inform further iterations of the masterplan.
Flood Risk	
Strategic Flood Risk Assessment (SFRA) Level I (2017)	The SFRA for Southwark aims to facilitate the understanding of flood risk and sustainable management of this risk by identifying the spatial variation in flood risk across the borough to complete an area wide comparison of future development sites with respect to flood risk considerations.
Strategic Flood Risk Assessment (SFRA) Level I: technical summary (2017)	This document sets out the flood risk faced by LB Southwark and the sources of this risk. This SFRA identifies the tidal floodplains associated with the River Thames and presents Flood Zone maps. This information can be used to understand what flood risk mitigation measures are needed in site allocations and planning applications.
Strategic Flood Risk Assessment (SFRA) Level I: Appendices A-I (2017)	This document sets out the supporting documents and appendices for the SFRA assessment.
Strategic Flood Risk Assessment (SFRA) Level II: Sequential test of site allocations (updated July 2020)	The principle objective of the Level 2 SFRA is to facilitate application of the Sequential and Exception tests for the 82 site allocations within the plan. Using the strategic flood risk information presented with the Level 1 SFRA, this report sets out the site allocations in relation to potential sources of flood risk, the flood zone compatibility which informs whether the sequential test is passed or an exception test is required for the site, as well as recommendations for site-specific mitigation measures in light of the flood risks identified. It follows guidance set out in the National Planning Policy Framework (NPPF) and the Planning Practice Guidance on flood risk.

Local Neighbourhood Non – Planning Document

Policy or Plan	Summary of objectives and targets
Old Kent Road Social Regeneration Charter	<p>Southwark Council is determined to ensure that regeneration in our borough works for everyone. To show how we plan to achieve this goal, we have drawn up a Social Regeneration Charter for Old Kent Road. This Charter sets out detailed aims for reducing social, economic and health inequalities and explains how we will monitor our progress towards achieving a number of promises which the Council has made to the community.</p> <p>The Old Kent Road Social Regeneration Charter can be found here: https://consultations.southwark.gov.uk/planning-and-regeneration/okrsocial-regeneration-charter/supporting_documents/OKR_Social_Regeneration_Charter.pdf</p>

DRAFT OLD KENT ROAD AAP/OAPF Integrated Impact Assessment Appendices

December 2020

No.	Title
Appendix 1	Strategic Directive Requirement
Appendix 2	Relevant Plans, Programmes and Strategies
Appendix 3	Baseline data – Facts and Figures
Appendix 4	Sustainability Appraisal Framework
Appendix 5	Assessment of the Strategy and Vision
Appendix 6	Assessment of the Development Management Policies
Appendix 7	Assessment of the Sub Areas and Site Allocations
Appendix 8	Monitoring indicators against sustainability objectives
Appendix 9	Baseline Indicators Table
Appendix 10	Options Testing
Appendix 11	Scoping Report Consultation Summary and link to OKR AAP Scoping Report
Appendix 12	Reasonable alternatives considered
Appendix 13	Mental Well-being Impact Assessment Screening
Appendix 14	OKR AAP References

Appendix 3 - Baseline Data - Facts and Figures

INTRODUCTION

The SEA Directive requires the collation of baseline information to provide a background to, and evidence base for, identifying sustainability problems and opportunities in the borough and providing the basis for predicting and monitoring effects of the Old Kent Road Area Action Plan (OKR AAP). To make judgements about how the emerging content of the OKR AAP will progress or hinder sustainable development, it is essential to understand the economic, environmental and social circumstances in the borough today and their likely evolution in the future. The aim is to collect only relevant and sufficient data on the present and future state of the borough to allow the potential effects of the OKR AAP to be adequately predicted.

The baseline data is comprised of two components across social, economic and environmental conditions of the Borough – Baseline indicators and contextual characteristics. The indicators are incorporated into the appraisal framework to assess the sustainability effects of policies in the current stage and monitor the policy performance and implications after they are adopted and implemented. The contextual information provides a background overview of the Borough's characteristics but is not included in the appraisal framework. The baseline data is also set out in the same way for data related to the Old Kent Road Opportunity Area specifically.

The SA/SEA Guidance provided by Government proposes a practical approach to data collection, recognising that information may not yet be available and that information gaps for future improvements should be reported as well as the need to consider uncertainties in data. Collection of baseline information should be continuous as the IIA process guides plan making and as new information becomes available.

A summary of the collated baseline information is provided below.

The Baseline data has been set out for the Old Kent Road Below. The Baseline data for Southwark has also been set out as some data is not available for this geographical area level of the Opportunity Area.

Old Kent Road Opportunity Area

Population

35,000 people, 65% of the population are from black and ethnic minority communities, 25% are under 18, 8.5% are over 65.

Deprivation

While 38% of residents in Southwark live in areas considered to be the most deprived nationally, 68% of Old Kent Road residents live in the most deprived quintile. The areas of greatest concern are income, barriers to housing and other services, crime levels and living environment.

Housing

There are 14,500 homes in the opportunity area.

Social infrastructure (education, health, community)

In the OA 7.5% of people report that they are in bad or very bad health, slightly above the average for London.

Jobs and businesses

Old Kent Road is home to 9 industrial estates/areas, 3 retail parks and 2 high street locations. Old Kent Road is home to 716 businesses and 10,035 jobs over 592,568 sqm of employment floorspace and 168,636 sqm of operational yard space. 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, sectors including food-related activities such as breweries and food manufacturing, and increasing demand for smaller and hybrid workspaces.

Retail and leisure

The Old Kent Road has a total of 41,198 sqm of retail floor space, and 18,700 sqm of community and leisure floor space.

Schools and Communities

There are 9 primary schools, 2 secondary schools and 45 places of worship.

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.

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).

Open Space

The current standard of park provision in the OA is 0.68 ha per 1,000 people in 2018. The OA contains areas of natural deficiency, priority areas for biodiversity enhancement. There are no designated SINC in the Old Kent Road Opportunity Area. The area also has the potential to be a key wildlife corridor.

There are currently 6 parks in the Old Kent Road Opportunity Area with play facilities.

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.

The below sets out data for the Old Kent Road ward, not at the Opportunity Area level is dated from 2019.

Old Kent Road Ward

Information gathered from the Joint Strategic Needs Assessment (JSNA) for East Central Southwark (2019)

Population figures

- There are more children and young people living in the Old Kent Road ward compared to the borough as a whole.
- Approximately 13% of people living in inner London have a disability, equating to 40,700 people in Southwark. As the ward population equates to roughly 17.2%, this may equate to around 6,919 people living in the Old Kent Road ward have a disability.
- Estimates indicate that Southwark has the second largest gay or lesbian population in the UK, after Lambeth. Roughly 5% of the borough identify as gay or lesbian. This may equate to approximately 2,663 people in the Old Kent Road ward.
- The diversity of East Central Southwark is substantially higher than England, London, and Southwark. Around 65% of Old Kent Road residents are non-White.

Childhood health and education figures

- The number of children living in households which claim out of work benefits is relatively high at 22.6%, compared to the borough average of 18.5% and the London average of 12.7%.

- The fertility rate of the Old Kent Road area is higher than the borough average, but lower than other areas within East Central Southwark.
- Levels of school readiness in Southwark are broadly in line with levels in London, and significantly higher than England. The Old Kent Road level is slightly lower than the Southwark average.
- Rates of ED attendance among children are comparable to Southwark but slightly higher than England.
- Just over one-quarter of children living in East Central Southwark are overweight or obese in Reception, rising to over 40% by Year 6. This mirrors the pattern seen in Southwark overall. However, excess weight in both Reception and Year 6 is significantly above the borough average for Old Kent Road.

Adult health

- East Central Southwark had the highest rate of requests for adult social care support, significantly above the borough average, with 425 requests from adults 18+ in 2018/19.
- The level of emergency hospital admission in Old Kent Road is significantly higher than the borough average.
- Levels of preventable mortality in East Central Southwark are almost 14% higher than the national average.
- Life expectancy in East Central Southwark is comparable to the borough average for both male and females, and the Old Kent Road averages are higher than the borough average.
- The crime rate in the area is around the same as the borough average.

Socio-economic figures

- The Old Kent Road deprivation score is 37.2, which is significantly higher than the borough average of 29.5. This places Old Kent Road as the 5th most deprived ward in the borough.
- The proportion of homes in the area managed by the Council or TMOs is significantly above the Southwark average, at 36.1% compared to 24.6%.

Conclusion

Only the baseline indicators have been selected for monitoring, as indicated and summarised in the following section.

Data Gaps and Updates

Southwark's source of baseline indicators is subject to internal review by the GLA.

Old Kent Road Specific Baseline Indicators

Objective & indicator for assessment	Old Kent Road			Direction of change	London	National	Source	Most recent data	Frequency of collection
Population									
Population demographic	White	Black	Asian	-	-	-	Southwark profile, Southwark website- source: GLA population projections (ONS mid-year 2010)	2015 (2010)	As available
	46%	34%	8%						
	Mixed		Chinese / Other						
	7%		5%						
Equality Index of Multiple Deprivation	22.6 % of children aged 0-15 years are living in households claiming out of work benefits in May 2017 in South Bermondsey			Lower	-	-	English Indices of Deprivation 2019 JSNA data, Southwark	Sep 2019	Annually
Equality Index of Multiple Deprivation	Old Kent Road has one of the highest claimant rates and this is significantly higher than Southwark Overall			Lower	-	-	English Indices of Deprivation 2019 JSNA data, Southwark	Sep 2019	Annually
Social Cohesion									
Social Cohesion	Old Kent Road Placemaking Study Outcomes: Suitable uses, typology, density and design options for the OKR AAP			Increase	-	-	Allies and Morrison – Placemaking Study	2016	As available
Housing									
Housing	36.1% of housing managed by Southwark Council or TMO in July 2019			-	-	-	JSNA data, Southwark	2019	As available
Education, skills and training									

School readiness	64.1% of pupils achieving a good level of development at age 5 years in 2015		Increase	-	-	JSNA data, Southwark	2015	As available
Health and Wellbeing								
Health and wellbeing – childhood obesity	46.5% of Year 6 children are overweight and obese		Decrease	37.7%	34.3%	Public Health Outcomes Framework, Public Health England	2017/18	Annual
Health and well being Life expectancy	Male life expectancy at birth	77.4 years	Increase	80.5 years	63 years	Public Health Outcomes Framework, Public Health England	2015-2017	Annual
	Female life expectancy at birth	84.4 years	Increase	84.3 years	64 years			
Old Kent Road Social Life Research							2019	Ongoing
Safety								
Safety – crime rates	84.7 crimes per 1000 residents		Decrease	-	-	JSNA data, Southwark	2018/2019	As available
Economy and Employment								
Employment	Old Kent Road is home to 9 industrial estates/areas, 3 retail parks and 2 high street locations. Old Kent Road is home to 716 businesses and 10,035 jobs over 592,568 sqm of employment floorspace and 168,636 sqm of operational yard space.		-	-	-	We Made That Old Kent Road Business Survey Update Findings Report	2019	As available
Retail and Town Centres								

Retail and town centres Hot food takeaways	There are approximately 20 hot food takeaways within 400m of secondary schools in the Old Kent Road Opportunity Area.	Decrease	-	-	Southwark Public Health, P45 Hot Food Takeaways – Review of the evidence, Southwark Place and Health Improvement Section	2018	As available
Retail and town centres Vacancy rates	16% of units on the Old Kent Road, East Street and Dunton Road Secondary Shopping Frontage are vacant 29% of units on the Old Kent Road and Peckham Park Road Secondary Shopping Frontage are vacant	Decrease	-	-	Protected Shopping Frontages, Southwark	2019	As available
	Class A1: 50% of all units in both Old Kent Road, East Street and Dunton Road and Old Kent Road and Peckham Park Road Secondary Shopping Frontages are vacant	-	-	-	Protected Shopping Frontages, Southwark	2019	As available
Energy and Climate Change							
Energy and Climate Change	No data available at the Opportunity Area Level. Old Kent Road Studies Include: <ul style="list-style-type: none"> Decentralised Energy Study – setting out connection to District Heat Network Integrated Water Management Strategy 	Decrease consumption and carbon emissions Increase connection to DHN Decrease runoff	-	-	-	-	As available
Air Quality							
Air Quality	Nitrogen Dioxide and other pollutants monitoring in	Decrease	-	-	LB	2012-	As

	the Old Kent Road - https://www.southwark.gov.uk/environment/air-quality/air-quality-monitoring-data				Southwark Air Quality Monitoring	2018	available	
Transport								
Number of Controlled Parking Zones	There are 5 Controlled Parking Zones (CPZs) that overlap with the Old Kent Road Opportunity Area.	Decrease (Reduce trips made by car/motorbike to 13% by 2041)	-	-	LB Southwark, Annual Monitoring Report 2017/18: Delivering Southwark's Transport Plan	2017/18	As available	
Biodiversity								
Biodiversity Number of SINC Sites	Total	Approx. 21	Increase	-	-	Open Space Strategy (2013)	2013	As available
	MOL	Approx. 8						
	BOL	Approx. 9						
	Local Importance	Approx. 4						
Biodiversity Number of Local Nature Reserves	Old Kent Road has 0 Local Nature Reserves (LNR's) totalling 0 ha.	Increase	-	-	Biodiversity Action Plan 2019	2019	As available	
Biodiversity Number New Protected Sites	There are no new protected sites in the Old Kent Road.	Increase	Habitat creation targets for London (Table 9)	DEFRA 2018 'A green future' 25 Year Environmental Plan	Biodiversity Action Plan 2019	2019	As available	
Soil and Open Space								
Open Space	Open space pre resident (sqm) in OKR is 6.77 in 2018	Increase	-	-	Open Spaces Paper (2020)	2020	As available	

Open Space Provision	Total open space provision in 2018 - 241,433.11 sqm	Increase	-	-	Open Spaces Paper (2020)	2020	As available
	Hectares of open per 1,000 population in 2018 is 0.68 ha	Increase	-	-	Open Spaces Paper (2020)	2020	As available
Flood Risk, Water Resources and Quality							
Domestic Water Demand across the whole borough (as a proxy measure of water consumption)	111.33 litres per person per day (Old Kent Road)	Decrease (105 litres per person per day)	164 litres per person per day (emerging New London Plan consumption levels)	-	Old Kent Road Integrated Water Management Strategy	2018	As available
Waste Management							
Waste management	No data available at the Opportunity Area Level.	Decrease waste			-		
Noise Management							
Noise management	No data available at the Opportunity Area Level.	Decrease noise			-		
Play Facilities							
Play Facilities	There are 6 open spaces with play facilities in the Old Kent Road Opportunity Area (Play facilities at Burgess Park, Paterson Park, Brimington Park, Bird in Bush Park, and Leyton Square)	Increase	-	-	Open Space Strategy (2013)	2013	As available
Quality in Design and Conservation of Historic Environment							
Number of Historic	5 Conservation areas	Retain	-	-	Annual Monitoring	2010/11	As Available
	27 Listed Buildings						

environment assets	There are no World Heritage sites in the Old Kent Road.				Report 7 (April 2010- March 2011)		
	4 Archaeological Priority Zones						

Southwark

SOCIAL CONDITIONS

Population

Overview

Baseline indicators

No baseline indicators from this section are included in the sustainability appraisal framework.

Contextual characteristics

The following contextual information characterise the Southwark's population and is not included in the appraisal framework. This data is taken from the Joint Strategic Needs Assessment (JSNA) produced by the Health and Well-being Board at the council and published as part of our Annual Public Health Report

Contextual characteristics	
	Population change
	Age groups
	Diversity
	Density
	Faith

Population

Before January 2015, the largest London's population has ever been was in 1939 where it was around 8.6 million people. However, on the 6th of January 2015, for the first time, London's population grew beyond its previous record, now estimated to be above the 1939 8.6m figure. London is growing at a significant pace, and Southwark is part of this growth.

At the time of the 2011 census, Southwark's total population was 288,283. The total population at the time of the 2001 census was 244,866. This is an increase of 43,417 (18% increase).

The GLA projected Southwark's population in 2014 to be around 304,100. In 2018, when the NSP will be adopted, the GLA projects this to be 326,400 and in 2033, the period up to which the New Southwark Plan will cover, the population of Southwark is estimated to be 370,400. This represents a 28% increase on the 2011 population figure, and a 21% increase on the 2014 estimate.

Age groups of Southwark

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

Proportion of population by broad age band

mid-2012

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

Source: Office for National Statistics ⁶

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

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

Diversity

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

Percentage of population by broad ethnic group
2011

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

Source: 2011 Census, Office for National Statistics⁸

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

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

Density

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

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

Faith

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

Equality

Baseline Indicators

The following indicators were used to characterise equality in the borough and included in the sustainability appraisal framework.

Baseline indicators	
	Indices of deprivation ¹
	Percentage of children living in deprived households ²
	Percentage of older people living in deprived households ³

Contextual characteristics

There are no further contextual characteristics in this section.

Description

The English Indices of Deprivation 2019 measure relative levels of deprivation across England on a range of economic social and housing issues. The level of deprivation is ranked among 32,844 small areas or neighbourhoods, named Lower-layer Super Output Areas (LSOA), with an average population of 1,500.

There are seven domains of deprivation which combine to create the Index of Multiple Deprivation (IMD 2019), including:

- Income (including numbers of adults and children on a range of benefits)
- Employment (including numbers on a range of out of work benefits)
- Education (including a range of school attainment figures for children and young people and those for adults with few/no qualifications)
- Health (including figures on standardised measures of morbidity, disability and premature death)
- Crime (including figures for recorded crime in four key areas: violence, burglary, theft and criminal damage)
- barriers to housing and services (including the accessibility of housing and proximity of key local services)
- living environment (includes separate scores for the quality of indoor living environment and outside living environment)

Southwark's rankings as compared with London and the country in the above seven domains are set out in the following table, with detail to be described under related themes in the subsequent sections.

	Ranking among 14 local authorities in Inner London	Ranking among 33 local authorities in Greater London	Ranking among 317 local authorities in England
Income rank	7	11	40
Employment rank	6	9	106
Education, skills and	7	20	262

¹ English Indices of Deprivation 2019

² ibid

³ ibid

training rank			
Healthy and Disability rank	5	5	107
Crime rank	7	9	37
Living environment rank	5	5	12
Barriers to housing and services	7	15	16

Overall, Southwark was ranked as 43st most deprived borough out of the 317 local authorities in England. This is a gradual improvement from previous rankings of 41st in 2010 and 26th in 2007. Within London, Southwark was the 8th most deprived among all 14 inner boroughs and the 9th out of 33 local authorities.

Southwark has seen a slightly higher concentration of deprivation within the borough over the past nine years, with five (out of 166 LSOAs in Southwark) among the 10% most deprived in the country in 2019 as compared to four in 2010. Two of them were located in Faraday, others in Nunhead and Queen's Road, South Bermondsey and North Walworth.

Of all domains, living environment gave Southwark the highest national ranking of relative deprivation, with 12th among 317 local authorities across the country, followed by barriers to housing and services which made Southwark the 16th highest in the country. The borough had the lowest rank in education, skills and training nationally (262nd out of 317).

Besides the overall scoring for the borough, deprivation rankings were available at the LSOA level to provide a nuanced view of relative deprivation in smaller areas. Below are the number of smaller areas (LSOA) in Southwark that fall into the 20% and 10% most deprived areas across the country:

Domain of Deprivation	Number of LSOAs being the among 10% most deprived across the country	Number of LSOAs being the among 20% most deprived across the country
Income	56	13
Employment	25	1
Education, skills and training	-	-
Health	15	2
Barriers to housing and services	125	31
Crime	60	25
Living environment	86	31

Housing is the most challenging domain for Southwark to address deprivation. Ranked 7th in inner London and 15th in London overall, Southwark has the median level of relative deprivation in accessibility to housing and services. However, ¾ of its LSOAs (125 out of 166) fell into 20% most deprived across the country, with almost 1/5 LSOAs (31 out of 166) were 10% most deprived nationally).

In education, skills and training domain, Southwark had a relatively low ranking (within 80% - 100% deciles) across the country, with 125 out of 166 LOSAs among the 20% least deprived.

The Income Deprivation Affecting Children Index 2019 (IDACI) and The Income Deprivation Affecting Older People Index 2019 (IDAOPI)

There are two supplementary indices of deprivation which are not part of the Index of multiple deprivations, measuring the proportion of children and older people experiencing income deprivation. The definition of low income used includes both those people that are out-of-work, and those that are in work but who have low earnings (and who satisfy the respective means tests).

In terms of children aged 0 to 15 living in income deprived families, Southwark had half of the LSOAs (81 out of 166) falling into the 20% most deprived across the country. The five most deprived areas were in South Bermondsey, Faraday (having two most deprived LSOAs), Peckham and Newington.

For older people aged 60 or over experiencing income deprivation, Southwark had 113 out of 166 LSOAs which were among the 20% most deprived in England. The five most deprived areas were located in London Bridge and West Bermondsey, Camberwell Green, Nunhead and Queen's Road, Peckham and Chaucer.

Issues

- Although the borough has seen improvement in relative deprivation since 2010, it remains one of the most relatively deprived areas in London and England for a number of deprivations
- There are high proportions of children and aged people living in income deprived families in Southwark

Data gaps and updates

- None identified

Housing

Overview

The following indicators were used to characterise housing in the borough and included in the sustainability appraisal framework.

Baseline indicators	
	Additional general and affordable housing need ⁴
	Bedroom requirement by tenure ⁵

The following information provides contextual characteristics of the borough and is not included in the appraisal framework.

Contextual characteristics	
1) Housing affordability	Average house price ⁶
	Average house rent ⁷
	Ratio of median house price to median earnings ⁸
	Number of households on housing register ⁹
2) Housing stock and tenure	Number and percentage of council housing ¹⁰
	Number and percentage of homes provided by housing associations ¹¹
	Number and percentage of private dwellings ¹²
	Breakdown between occupier-owned and private rented in private dwellings ¹³
	Housing typology ¹⁴
3) New build homes (Use Class C3)	Housing targets in different versions of Draft New London Plan ¹⁵
	Planning permissions and completions for new homes 2004 – 2019 ¹⁶
	Affordable homes approved and delivered ¹⁷

⁴ Southwark Strategic Housing Market Assessment, 2019

⁵ ibid

⁶ Housing in London 2019 Tables, Greater London Authority

⁷ Housing Market Trends Bulletin Southwark No. 63

⁸ NOMIS – Official Labour Market Statistics; price to residence-based earnings ratio, Office for National Statistics

⁹ Southwark Housing Strategy to 2043

¹⁰ Southwark Key Housing Data 2015/2016

¹¹ ibid

¹² Tenure of Households by Borough, Office for National Statistics

¹³ ibid

¹⁴ Southwark Key Housing Data 2015/2016

¹⁵ Draft New London Plan, Greater London Authority

¹⁶ London Development Database, Greater London Authority

¹⁷ ibid

	Small development approved and delivered ¹⁸
	Student accommodation approved and delivered ¹⁹
4) Housing needs	General housing and affordable housing needs ²⁰
	Bedroom requirement by tenure ²¹
	Housing needs of older households and those with disabilities and wheelchair requirements ²²
	Housing need of students ²³

Description

1) Housing affordability

- Average house price

In March 2019, the average house price in Southwark was £476,597. This compares favourably with the inner London average of £642,127, however Southwark's average house price is more expensive than the London average of £517,110. Across England as a whole, the average house price was £243,259. This makes the cost of buying a house in Southwark around 1.95 times more expensive than in the rest of the UK. (Housing in London, GLA, 2019)

- Ratio of median house price to median earnings

In 2019, the median household weekly income in Southwark was £623, higher than £590 in London and £482 nationally. Despite higher weekly income, Southwark residents have to spend around 15.19 times annual earnings on purchasing a home, which means to be relatively affordable than the inner London average of 17.08 times but higher than the London-wide and national ratios of 13.09 and 8 respectively.

- Number of households on housing register

In March 2015, there were 12,597 households on Southwark's housing register. This is significantly higher than the approximate 1,800 local authority lettings and 550 council nominations to housing association properties that become available each year.

2) Southwark's housing stock and tenure

¹⁸ London Development Database, Greater London Authority

¹⁹ *ibid*

²⁰ Southwark Strategic Housing Market Assessment 2019

²¹ *ibid*

²² *ibid*

²³ *ibid*

- Percentage of Southwark council's housing

In April 2015, Southwark Council is the largest landlord in London and the 4th largest in the country, following Birmingham, Leeds and Sheffield. It is responsible for 37,885 dwellings within its boundaries, equating to around 30% of the total homes in the borough. This is a significantly higher proportion than Greater London as a whole, where 17.1% of the total housing stock is owned and managed by local authorities.

- Number and percentage of homes provided by housing associations

In 2015, the number of total housing association housing was 16,918 units (Southwark key housing data 2015/2016). The largest proportion of the stock is one-bed at 36%, followed by two-bed 31% and three-bed 20%

- Number and percentage of private dwellings

The majority of tenure in Southwark is private dwellings, including owner-occupied and private rented housing, with 76,500 homes making up 59% of the total homes in the borough in 2016. With Southwark being one of the largest landlords in the country, the borough's percentage of private dwelling is still significantly less than 76.8% in London as a whole and the national average of 82.7%.

- Breakdown between owner-occupied and private rented in private dwellings

Out of all tenures in 2016, 36.6% are owner-occupied, while 22.5% are rented to private tenants. Compared with 51.2% owner occupied and 25.6% private rented for London as a whole, the borough has a relatively lower share of owner-occupied housing.

- Housing typology

Based on Southwark Private Sector House Condition Survey 2008, flats are the main private housing type in Southwark, comprising 48% of the total private homes. It was higher than the 37.1% London-wide figure. Of houses, most are terraced and there was only a small proportion of detached/semi-detached housing. Having a long history of development, Southwark has 43% of the private dwellings constructed before 1919, and 43% after 1964.

3) New build homes (Use Class C3) in Southwark

- Southwark housing targets in various versions of New London Plan

The adopted London Plan (2016) set a target of 27,362 new homes for Southwark between 2015 and 2025, averaging 2,736 net new homes every year. This includes new-build, conventional, self-contained homes, non-conventional and non-self contained homes (such as hostels, HMOs, care homes and student housing) and long term vacant properties brought back into use

In Draft New London Plan (July 2019), the 10-year housing target for Southwark reduced to 25,540 units between 2019 and 2029, equating 2,554 net additional homes per year. As a component of the overall housing target, 800 units' net completions are required on small sites for Southwark per year, totalling 8,000 net new homes for the 10-year period.

The inspector's report (October 2019) recommended the Draft New London Plan to further reduce Southwark's 10-year housing target to 23,550 homes, of which 6,010 units are to be completed on small sites. These changes will be reflected in the Intend to Publish version of New London Plan, scheduled to be published by end of 2019.

- Planning permissions and completions for new homes (2004 – 2019)

Southwark Council is a top performing borough for providing social rented housing and other housing tenures. Between 2004 and 2019, Southwark has approved more net new homes than required by the targets set out in different versions of London Plan, totalling 42,937 units in both conventional and non-conventional developments, with an annual average of 2,862 homes.

Although the planning system has the power to guide and manage developments, whether and when the permitted private developments are out of the council's control. Over the above fifteen years, a total of 23,521 new homes were completed with an annual average of 1,568 units.

- Affordable homes approved and delivered

Between 2004 and 2019, 9,924 net affordable homes were secured from developments through the planning system, accounting for 48% of developments that are required to provide affordable homes with the creation of 10 or more units (known as major developments). These include social rented, affordable rent, London Living Rent and other intermediate housing types.

Out of total net new 22,516 conventional homes completed from major developments, 33% affordable homes were delivered at 6,416 units. Around 42% of these homes were social rented.

In 2016/2017, Southwark was the sixth largest affordable housing provider in London, delivering 23% affordable homes in that year. It compared favourably with London-average of 18%.

Small development approved and delivered

Most new homes have been completed through major developments in Southwark, however small scale developments have also played an important role in the overall housing supply. Between 2004 and 2019, 2,275 applications were approved on developments of one to nine units, leading to 5,567 net approved new homes. In the same time period, 3,711 new homes were completed from the small developments, accounting for 16% of total new homes.

Student accommodation approved and delivered

According to the Mayor of London's most recent Annual Monitoring Reports 12-14 (2014-2017) with the latest published in September 2018, Southwark has approved a limited number of student hall bedrooms due to the number of applications received at that time, with 8 in 2014/2015 and none in both 2015/2016 and 2016/2017.

However, Southwark was the fifth largest provider of student accommodation in London for the same time period, just behind Brent, Camden, Ealing and Lambeth. It delivered 1,221 students hall rooms between 2014 and 2017, with 832, 117 and 272 student hall rooms in 2014/2015, 2015/2016 and 2016/2017 respectively.

Housing needs

General housing and affordable housing needs

In South East London Strategic Housing Market Assessment (SHMA) 2014 which looked at housing needs across the South East London sub-region, Southwark was estimated to have an annual need of 1,647 new homes and 799 net affordable homes.

An updated SHMA specifically to Southwark undertaken in 2019 SHMA revised the annual need of new homes to be 2,932 units with additional needs of 2,077 affordable housing (71% of total need) per year using the new standard methodology in the planning practice guidance and the GLA-2016 based central trend household projections.

The updated evidence demonstrates that the need for new homes and affordable homes has become even more acute in Southwark over the past three years, where there are a 78% rise of the annual need for new homes overall and 1.6 times growth affordable housing needs.

The annual net affordable housing need is calculated from the aggregate of backlog needs, newly arising needs and existing households falling into need after deducting the annual supply of affordable homes estimated at 1,436 units:

- Backlog needs from 2,934 concealed households, 6,745 overcrowded households, and 2,336 homeless households who are currently living in temporary accommodation per year;
- 3,943 newly forming households per annum;
- 205 existing households falling into need per year.

- Bedroom requirement by tenure

The highest need for social rent and the sub-social rent (who can afford a social rent but not 50% of the lower quartile market rent and those who cannot afford a social rent) target group is two, three and four bedroom units. In this group, there is a shortfall of 659 units and an oversupply of one bed units of 200.

For intermediate units, there is an undersupply in all thresholds and bedroom sizes. The SHMA also shows that for market housing there is a requirement of 20% one-bed homes, 30% two-bed homes, 34% 3-bed homes and 16% four-bed homes.

- Housing needs of older households and those with disabilities and wheelchair requirements

There will be a 79% projected increase in the population of Southwark aged 65 or more by 2039, comprising 13% of the Southwark population

The housing requirements for those with disabilities are linked to the age of the population. The number of older people with mobility disabilities is forecast to increase from 4,544 in 2017 to 7,690 in 2035. People over 65 with dementia is projected to reach 2,369 by 2030.

Currently 613 households have unmet wheelchair accessible accommodation requirements, which is across all tenures. For care homes and dementia places, additional or improved 867 care beds will be required by 2029.

The borough will also need additional 780 units of specialist elderly accommodation by 2029, of which some 559 (72%) should be sheltered and 116 (14%) extra care.

- Housing needs of students

There are over 21,000 students aged 20 or over residing in the borough during term time and there are 23,500 places at the major Higher Education (HE) institutions in Southwark. At least 57% live in private rented accommodation and 15% live with their parents.

According to SHMA 2019, there are likely to be a significant supply of 7,800 units of purpose-built student accommodation (PBSA) in the borough. Meanwhile, the Mayor's Academic Forum indicates the forecast of student numbers in London to slow down.

- **Issues**

Housing supply and affordability is a pressing issue for Southwark, where building enough homes with right mixture of tenures is the strategic priority of the council to meet the housing needs of all residents. Southwark SHMA undertaken demonstrates there is an even more acute need for general and affordable housing as compared to the previous version South East SHMA 2014.

Even though Southwark has a good track record of delivering affordable homes, 2019 SHMA informs there is a greater demand for affordable homes than the current supply, where there is particularly a shortfall in family-sized (two to four bedroom) social rented housing.

Data gaps and updates

- There is a need for the more updated data of the current housing stock and tenure in the borough as the data currently analysed is based on the Key Housing Data 2015/2016.

Education, Skills and Training

Overview

- Indicators

The following indicators have been incorporated into the sustainability appraisal framework:

Baseline Indicators	
	Proportion of 16-17 year olds not in education, employment or training (NEET) or whose activity is not known ²⁴
	Proportion of people aged 16-64 years old who have attained a NVQ Level Four or higher ²⁵
	Proportion of residents with no qualifications ²⁶
	Education and skills deprivation ²⁷
	Number of apprenticeships created within the borough ²⁸

- Contextual characteristics

- The following information provides contextual characteristics of the borough and is not included in the appraisal framework.

Contextual characteristics	
	Number of libraries ²⁹
	Current provision of school place ³⁰
	Demand for early years place ³¹
	Demand for state-funded school places ³²

Description

- **Young people not in employment, education or training**

²⁴ NEET and participation: local authority figures, Department for Education

²⁵ NOMIS Labour Market Survey

²⁶ NOMIS Labour Market Survey

²⁷ English indices of deprivation 2019, MHCLG

²⁸ Southwark Skills Strategy 2018

²⁹ Southwark Library and Heritage Strategy 2019 - 2022

³⁰ Pupil Place Planning 2019, Southwark

³¹ Childcare Sufficiency Assessment 2019, Southwark

³² 2018 School place demand projections, Greater London Authority

In 2019, almost 1/10 (9.9%) of 16-17 year old residents, totalling 520 people, in Southwark were not engaged in education, employment or training or not known for any activity undertaken. This accounted for 9.9% missing from formal education, employment or training within this age group, compared to 4.8% in London and 5.5% nationally.

- **Attainment of NVQ Level 4 and without qualification**

Southwark has a higher proportion of residents who receive university educations, compared to the rest of London and the country. In 2019, 149,000 residents aged 16 – 64 in Southwark attained qualification level NVQ4 (National Vocational Qualification) or above, taking up 64.6% of the age group. It fares better than both the London-wide 53.1% and Great Britain's average of 39.3%.

- On the other hand, 5.7% residents aged 16 – 64 were did not possess any qualification in the same year period, totalling a number of 13,200.

- **Number of apprenticeships in Southwark**

- Between 2016 and 2017, 842 apprenticeships were created in Southwark, equating 41% of the apprenticeships created by all London boroughs during that period.

- **Education and skills deprivation**

- For the education, skills and training domain set out in English indices of deprivation 2019, Southwark ranked lower than average across inner London (8th out of 14 local authorities), London-wide (22nd out of 33) and nationally (262nd out of 317), meaning it is relatively less deprived than average.

- **Number of libraries**

According to Southwark Library and Heritage Strategy 2019 – 2022, there were 12 libraries across the borough.

School Places:

- **Current supply of primary school places**

- In September 2019, there were 3,760 available primary reception places (the equivalent of 125 forms of entry) in Southwark, and 26,995 year Reception to 6 primary places (the equivalent of 900 primary schools).

- **Current supply of secondary school places**

- There were 3,476 Year 7 places available in Southwark as of September 2019, equating 116 forms of entry. For Year 7 to 11, 16,098 places were available which was equivalent to 537 classes.

- **Special Education Needs and Disabilities (SEND) school attendance**

- In September 2019, there were 4,100 SEND children's attending primary schools and 2,800 going to secondary schools and post-16 combined.
- **Provision of free early education places (2-4 years old)**
- For children that are eligible for receiving free early year education and childcare funded by the government, there were a total of 7,800 two to four year-old children receiving the free education in Southwark in 2018. The number of children in free provision was reduced by 4% to 319 compared with 2017, which was in line with the national trends due to the declined birth rate.
- **Forecast needs for stated-funded places (2019 – 2028)**
- Projections of the needs for school places are provided by the GLA using a standard model for the majority of London local authorities. Taking into account the most up-to-date birth data and housing data, each annual round of projections may see a variation to the 10-year prediction trend. The longer-term prediction relate to projected rather than actual births so are less reliable than the short to medium term projections based on actual birth data.
- Based on 2018 GLA projections, there will be a total demand for state-funded primary and secondary school places at 21,912 and 14,641 annually.
- According to Southwark Childcare Sufficiency Assessment 2019, there were an estimated number of 20,954 children under age five in 2019, and 23,178 in 2039.
- Noting the updated forecast of primary and secondary school place needs from 2019-2020 onwards, the council published Pupil Place Planning Report in September 2019 to provide an update on the existing supply of primary and secondary places across the borough and set out actions to continually monitor to ensure supply matches demand. Currently, there are sufficient places to meet the demand in the early year's education and childcare for children under 5, and the primary and secondary phases of education in Southwark.
- **Issues**
- The proportion of NEETs is higher than London average, which demonstrates the need for training and employment opportunities for young people.
- **Data gap and updates**
- No significant data gaps have been identified

Public health and wellbeing

Baseline indicators

- The following indicators have been incorporated into the sustainability appraisal framework:

Baseline indicators	
	Life expectancy at birth for males and females ³³
	Healthy life expectancy at birth for males and females JSNA factsheet 2019 – life expectancy ³⁴
	Number of excess winter deaths ³⁵
	Index of health deprivation and disabilities ³⁶
	Percentage of adult carers who have as much social contact as they would like ³⁷
	Percentage of physically active adults ³⁸
	Number and percentage of reception and Year 6 children who are overweight (including obesity) ³⁹

Contextual characteristics

- The following information provides contextual characteristics of the borough and is not included in the appraisal framework.

Contextual characteristics	
	Mental health ⁴⁰
	Projected ageing population ⁴¹
	Projected number of 65 year-old or above residents with dementia ⁴²

Description

- **Life expectancy at birth for males and females**

³³ Public Health Outcomes Framework, Public Health England; Joint Strategic Needs Assessment factsheet 2019 – life expectancy, Southwark

³⁴ ibid

³⁵ ibid

³⁶ English Indices of Deprivation, MCHLG

³⁷ Public Health Outcomes Framework, Public Health England

³⁸ ibid

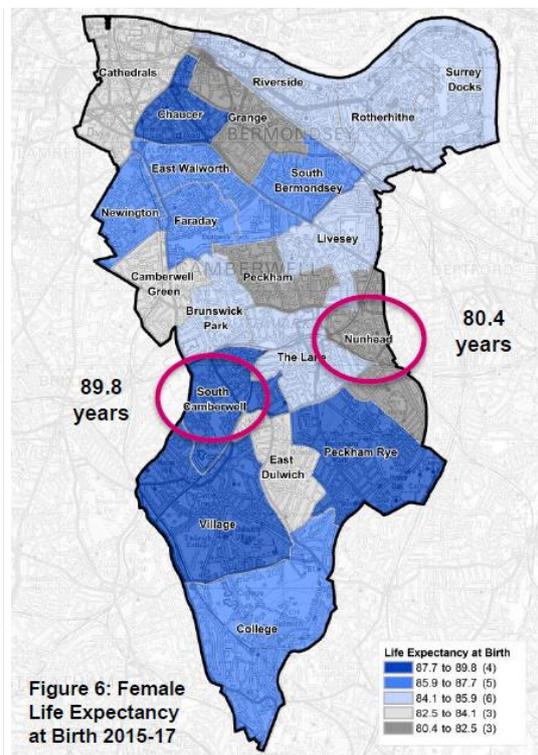
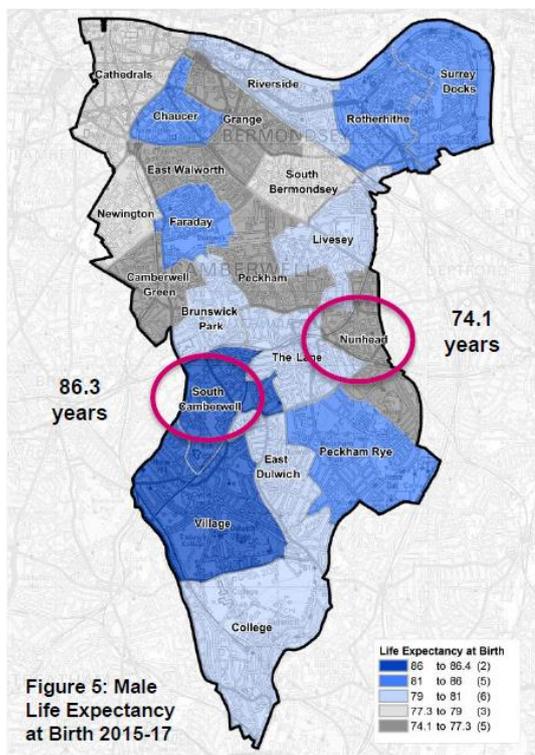
³⁹ ibid

⁴⁰ Adult Psychiatric Morbidity Survey 2014, Southwark

⁴¹ Southwark Strategic Housing Market Assessment, 2019

⁴² ibid

- Life expectancy is often used as the over-arching measure of the health of the population, and is a key indicator within Public Health Outcomes Framework. In 2015-2017, life expectancy at birth in Southwark was 78.9 years for males and 84.4 years for females, making a substantial improvement in the gap between Southwark and England (79.6 for males and 83.1 for females in the same period).
- However, Southwark had the fourth lowest life expectancy at birth among males in London in 2015 – 2017, which had an average life expectancy of 80.5 years for males and 84.3 for females. Compared across the region, Southwark males' life expectancy was four years below Kensington and Chelsea, which has the highest at 83.2 years, and females was two years below Camden, ranking first at 86.5 years.
- There are significant inequalities in life expectancy at birth between communities in Southwark among both males and females. Life expectancy is the highest in South Camberwell (86.3 years for males and 89.8 years for females) and lowest in Nunhead (74.1 years for males and 80.4 years for females).



Source: Joint Strategic Needs Assessment Factsheet 2019 – Life expectancy

- Several key causes of death has led to the gap in life expectancy among communities within the borough, including Cardiovascular Disease, Cancer and Respiratory Disease which account for 58% of the gap in life expectancy for males between communities and 48% for females.
- **Healthy life expectancy at birth for males and females**
- Healthy life expectancy is often considered a measure of the length of time spent living in good health. In 2015 – 2017, Southwark had an average of 62.4 years for

males and 64.6 years for females, marking a gap of 16.5 years for men and 13.6 years for women from life expectancy.

- Trends indicate the gap between healthy life expectancy and overall life expectancy has narrowed, particularly among women. The gap among women decreased from 21 years in 2010-2012 to 13.6 years in 2015-2017, whereas for men dropped from 18.2 years to 16.5 years in the same period.
- Across London, Southwark had the second highest healthy life expectancy among females in the same period, with the low ranking in London (24th out of 32 boroughs) for males.
- **Number of excess winter deaths**
- In common with other countries, more people die in the winter than in the summer in England, which also applies to Southwark. In the period between August 2017 and July 2018, there were 45 excess winter deaths in Southwark, with 10.2% meaning the ratio of excess winter deaths against the average non-winter deaths.
- Southwark had the second lowest number of excess winter deaths among 31 other London boroughs (except City of London) in that period, faring favourably with the London average of 27.1% and 30.1% nationally.
- According to Office for National Statistics, the three leading causes for excess winter deaths were circulatory diseases, respiratory diseases and dementia and Alzheimer's disease. Respiratory diseases remained the most prominent underlying cause of the death with 84.9% more respiratory deaths in the winter months compared with the non-winter months in 2017 to 2018. This accounted for 34.7% of all excess winter deaths within the country during that period.
- **Index of health deprivation and disability**
- Health is one of the seven domains forming the English Indices of Deprivation to compare areas across England in terms of the risk of premature death and the impairment quality of life through poor physical and mental health. In the 2019 index, Southwark performed better than London and the country on this measure, being the 5th least deprived out of 14 inner London boroughs, 28th among the 33 boroughs in London and 211th out of 317 areas across the country.
- **Percentage of adult carers who have as much social contact as they would like**
- As a proxy measure for social isolation, Personal Social Services Survey of Adult Carers in England – England finds that 39.8% of adult carers in Southwark think that they have as much social contact as they would like in 2017-2018. It was the fourth best performing borough, faring better than the average (35.5%) in London and the national average of 35.5%.
- **Percentage of adult social carers who have as much social contact as they would like**

- However, when it comes to the adult social carers, the other survey named Adult Social Care Survey shows that only 38.5% of the respondents living in Southwark think they have as much social contact as they would like, which was the among the fifth worst boroughs in London. It was below the average 46% in London and the national average of 46%.
- **Mental Health**
- Every seven years, the Adult Psychiatric Morbidity Survey (APMS) is conducted to provide an assessment of mental health in England. The results from the 2014 survey show that one in six adults had a common mental disorder (CMD) in the week prior to the survey, compared to one in five adults in London. Applying the London prevalence to Southwark, the borough is estimated to have almost 47,600 adults experiencing a CMD, which will be projected to rise to around 52,000 over the next decade.
- For child and adolescent mental health, nationally one in ten children and young people aged 5-16 have a clinically diagnosed mental health disorder. This equates to 1,460 children in Southwark with emotional disorders such as depression and anxiety, 2,300 children with conduct disorders such as oppositional defiant disorder and socialised conduct disorder, and 650 children with hyperkinetic disorders including attention deficit hyperactivity disorder (ADHD).
- According to the JSNA factsheet 2017 – Mental Health, Southwark is one of five London boroughs to report higher suicide rates than the national average in 2013-2015, with 26 cases per year that predominantly occur among men.
- The same report shows there are 3,800 cases of severe mental health disorder in Southwark. More than half of the population are male.
- **Percentage of physically active adults**
- Based on the Active Lives Adult Survey conducted by Sport England, seven in ten (73.8%) Southwark residents were reported to be physically active, making Southwark the third best performing borough after Richmond upon Thames and Islington. Comparatively, the percentage was 66.4% in London with the national average of 66.3%.
- **Number and percentage of Reception and Year 6 children who are overweight (including obesity)**
- Southwark has a higher share of children who are overweight or obese compared to the rest of London and the country across ages from Reception year to Year 6.
- In 2017/2018, 769 Reception year children (25.4%) were overweight or obese, compared to 37.7% in London and 34.3% nationally. During the same period, 1,145 year 6 children (39.8%) in Southwark were overweight or obese. The percentage was higher than London average (37.7%) and the rest of the country (34.3%).

- **Projected ageing population and those with dementia**
- Based on SHMA 2019, the number of residents aged 65 or above is projected to rise by 79% to 48,000 by 2039, accounting for 13% of the Southwark population. Among the growth, those over the age of 75 will increase by 92% and those over 85 will have 87% growth.
- In the same report, there is a projection of 1,772 local residents aged 65 or above with dementia, and gradually growing to 2,369 by 2030.

Issues

- Southwark's life expectancy at birth for males and females is among the lowest in London
- There are significant inequalities in life expectancy at birth between communities in Southwark
- Southwark has one of the highest healthy life expectancy for females in London, but one of the lowest for males.
- Further support is needed to tackle social isolation for adult social carers
- The projected ageing population that are often accompanied by health conditions such as dementia presents a public health challenge
- Child obesity in Southwark is more prevalent than London and the country on average.

Data gap and updates

- There is an evidence gap between the actual number of residents with common mental disorder and those who are diagnosed. Therefore, it is not advisable and useful to mark reduction in diagnosis as an indicator to measure the mental health condition of the population
- There is a potential need to identify the local profile of mental health apart from the estimation derived from London prevalence shown in the Adult Psychiatric Morbidity Survey (APMS).

Safety

Baseline indicators

The following indicators were used to characterise safety in the borough.

Baseline indicators	
	Crime rate per 1000 of the population for key offences and total number of key offences per year ⁴³
	Crime deprivation ⁴⁴
	Total number of pedestrians' and cyclists' casualties on road ⁴⁵
	Fatal and serious casualties on road ⁴⁶
	Local perception of safety and crime (emerging) ⁴⁷

Contextual characteristics

No further contextual characteristics were used in this section.

Description

- **Crime rates per 1000 people and total number of offences in Southwark per year**
- Between July 2018 and June 2019, 120 key offences per 1000 of the population in Southwark were recorded, totalling 38,113 offences overall. The crime rate per 1000 people made Southwark the sixth highest in both Inner London and Greater London. In terms of the total offences, Southwark was ranked the fourth highest across London.
- Of the key offences recorded, the majority were theft offences (16,042 offences), followed by violence (8,879), criminal damage and arson (2,225) and robbery (2,119).
- **Crime deprivation**
- Crime deprivation is one of the seven domains forming English Indices of Deprivation to rank areas across England based on the risk of personal and material victimisation at local level. In 2019 index, Southwark was ranked seventh of the 14 inner London boroughs, and the ninth among the 33 London boroughs. Nationally, it was the 37th most deprived among all 317 local authorities. Of 166 Lower-layer Super Output Areas (LSOA) within Southwark, 25 areas (equating to 1 every 8) are among the 10% most deprived areas within England.
- **Road safety**

⁴³ Office for National Statistics Local Profile

⁴⁴ English indices of Deprivation 2019, MHCLG

⁴⁵ Casualties in Greater London - Transport for London

⁴⁶ *ibid*

⁴⁷ Available when Social Research for Southwark's Social Regeneration Charter is published

- **Pedestrian and cyclists casualties**
- According to Transport for London's Casualties in Greater London, there were casualties of 234 pedestrians and 371 cyclists in Southwark in 2018 with a decrease of 6% and a rise in 12% respectively compared to 2017, signifying that fatalities and injuries relating to cyclists are on the rise.
- Both the casualties for pedestrians and cyclists in Southwark were above the average in London (175 and 144). Of all the casualties reported, fatal and serious ones in Southwark were also higher than London average, reaching 189 casualties compared to 123 in the latter.
- **Issues**
- The number of offences remain high in Southwark as compared to the rest of London, especially theft offences
- Southwark is among the highest deprived areas in terms of crime regionally and nationally
- Casualties for cyclists in Southwark are higher the London average with a rising number as shown in 2018
- **Data gaps and update**
- There is a need to understand the residents' perception of safety in the neighbourhood besides the reported and recorded offences. The gap of evidence will be filled upon the completion of the social research, purposed for the development of Social Regeneration Charter, which collects and analyses socio-economic data in five opportunity areas in the borough

Social cohesion

Baseline indicators

The following indicators were used to characterise safety in the borough.

Baseline indicators	
Percentage of residents	being an active member of their community ⁴⁸
	feeling that they contribute to the local economy ⁴⁹
	volunteering in Southwark Council ⁵⁰
	who feel wholly or partly positive about change in the borough ⁵¹
	who have personally benefitted from change ⁵²
Perceptions of neighbourliness and how well local people get on well together (emerging) ⁵³	
Local perception of the ability to have their voice heard and influence decisions (emerging) ⁵⁴	

Contextual characteristics

- The following information provides contextual characteristics of the borough and is not included in the appraisal framework.

Contextual Characteristics	
Percentage of residents	working in the borough ⁵⁵
	mentioning 'community' when they positively feel about change in Southwark ⁵⁶
	considering the community to play a role in helping young people and future generations to succeed in life ⁵⁷

Description

Southwark appreciates community engagement; involvement and coproduction are keys to the social regeneration approach. Therefore, the council conducted Southwark Conversations, the most far-reaching and representative consultation in the council's history, in late 2017 to develop a deeper understanding of perceptions and experience of regeneration in the borough. The feedback was collected and summarised as follows:

⁴⁸ Southwark Conversations 2018, Southwark

⁴⁹ ibid

⁵⁰ ibid

⁵¹ ibid

⁵² ibid

⁵³ Available when social research for Southwark's Social Regeneration Charter is published

⁵⁴ ibid

⁵⁵ Southwark Conversations 2018, Southwark

⁵⁶ ibid

⁵⁷ ibid

- 1 in 4 people are active member of their community
- 1 in 5 people feel that they contribute to the local economy
- 1 in 7 people volunteer in the borough
- 70% of residents feel wholly or partly positive about change in the borough
- 52% of residents feel they have personally benefitted from change in the borough

One in six residents work in Southwark, meaning around 17% of Southwark residents are also working in the borough. When discussing how they feel positively about change in Southwark, 18% mentioned community with topics around the sense of community, community identity, diversity and vibrancy of communities, which was only after the most said housing theme.

During the consultation, community is the most mentioned theme in facilitating positive changes to the environment in terms of helping the young generation and creating a good neighbourhood.

17% of respondents consider community to be crucial in helping young people and future generation to succeed in life, developing them into well-rounded individuals by providing good role models for young people, helping them to improve confidence, motivation and good citizenship through community opportunities like volunteering, and helping to create an environment that discourages anti-social behaviour in public places.

When talking about creating a good neighbourhood to live in, people were most likely to mention 'community', taking up 58% of all the responses. Having friendly and helpful neighbours, stable, diverse and cohesive communities, as well as a sense of pride in their area are all felt to help to foster a sense of community and bring people together.

Issues

- Southwark is a central London borough with a host of regeneration opportunities to unlock the development potentials and revitalise the neighbourhood, during which empowering communities and making sure regeneration works for all is at the strategic priority in driving the change
- Therefore, it is crucial to make residents feel their ability to have their voices heard and influence decisions

Data gaps and update

- The community survey needs to be undertaken on a regular basis to reflect the up-to-date community's perception and experience of the ongoing regeneration programmes
- Additional indicators of the community's perceptions will be available after the social research for Southwark's Social Regeneration Charter is conducted, including:
 - o Perceptions of neighbourliness and how well local people get on well together

- Local perception of the ability to have their voice heard and influence decisions

ECONOMIC CONDITIONS

Economy and employment

Overview

Baseline indicators

The following indicators are used to character economy and employment in Southwark and included in the sustainability appraisal framework.

Baseline indicators	
	Number of employee jobs ⁵⁸
	Number of micro and small-to-medium sized enterprises ⁵⁹
	Percentage of unemployed population ⁶⁰

Contextual characteristics

The following contextual characteristics are used to give an overall description of employment and business in the borough. These are not included in the appraisal framework.

Contextual characteristics	
	Number of economically active and inactive populations ⁶¹
	Gender breakdown of employed population ⁶²
	Breakdown of occupation by sector ⁶³

Description

The number of employee jobs

In 2017, Southwark held over 235,000 “employee jobs” within its boundaries. This is an increase of 19% from the 2013 figure of 197,000. These figures however exclude self-employed people, government supported trainees and HM Forces. The total amount of jobs in Southwark came to 316,000 in 2017. This is up by 7% on the previous year in 2016, with 295,000 jobs in the borough.⁶⁴

Number of micro and small-to-medium sized enterprises in the borough

⁵⁸ Nomis Labour Market Statistics, Local Authority Profile <https://www.nomisweb.co.uk/reports/lmp/la/1946157256/report.aspx>

⁵⁹ ibid

⁶⁰ ibid

⁶¹ ibid

⁶² ibid

⁶³ ibid

⁶⁴ ibid

Over 99% of the businesses in Southwark are micro and small-to-medium sized enterprises. This equated to a total of 15,905 micro-SMEs in 2018, having grown by 13% since 2015 from 14,095 businesses. Over the same period, the largest percentage increase was in medium-sized businesses (employing 50-249 people), which grew by 16.2% from 310 to 370. Small sized-businesses (employing 10-49 people) grew by 8.6%, from 1490 to 1630, while micro-businesses (1 to 9 people) grew by 11.6% from 12,295 in to 13,910. Large businesses (employing 250 people or more) account for 0.7% of the borough's total, at 110. The total number of businesses in Southwark (in 2018) is 16,015.⁶⁵

Number of economically active and inactive populations

Nearly three quarters (73%) of people in Southwark are aged 16-64 i.e. the age where they can be economically active between April 2018 and March 2019. Of this percentage, 82% of 16-64 year olds are economically active. 18% of people aged 16-64 are economically inactive, accounting for 41,700 people. This is lower than the London average of 22%. The largest sections of the borough's population that are economically inactive are 14,700 students, making up 35%. 17% are homebound with domestic and family duties (at 7000 people) while 26% are long term sick (10,600 people).⁶⁶

Gender breakdown of employed population

The comparison of employment statistics between genders reveals that the proportion of females in employment has been consistently less than males, either as employees or self employed. For example, 81% of economically active males in Southwark are in employment, compared with 74% of females. The difference between genders in the proportion of people that are employees (as opposed to self-employed) isn't so stark, with 60% of males, compared to 61% of females. However, 20% of economically active males are self employed, whereas 13% of economically active females are self employed.⁶⁷ The proportion of economically active females that are unemployed is less than males, at 5% vs. 6%, 2018-2019.⁶⁸

Breakdown of occupation by sector

The largest sector of employment in Southwark is "professional occupations." This amounts to 31% of all jobs in the borough. This is 4% higher than London as a whole and 10% higher than Great Britain as a whole. This is followed by "associate technical and professional", at 24%. The third largest is "managers, directors and senior official," making up 13% of employment in the borough.⁶⁹

Several other occupation groups, namely "elementary occupations", "caring leisure and other service occupations" and "administrative and secretarial" are all around 6-8%, making up the next largest sectors of employment in Southwark.⁷⁰

⁶⁵ Ibid.

⁶⁶ Ibid.

⁶⁷ Ibid.

⁶⁸ Ibid.

⁶⁹ Ibid.

⁷⁰ Ibid.

Percentage of unemployed population

Of people who are economically active in Southwark, 5.4% are unemployed, this compares to 4.9% in London and 4.1% in the UK as whole. 4% are claiming out-of-work benefits, compared with 3% for London and UK as a whole.⁷¹ Under Universal Credit a broader span of claimants are required to look for work than under Jobseeker's Allowance. As Universal Credit Full service is rolled out in particular areas, the number of people recorded as being on the claimant count is therefore likely to rise.⁴⁶ In Southwark, 3.8% of residents 16+ are claimants of Universal Credit, this is higher than the average for London at 3.0%.⁷² Of residents who are aged 50+, the proportion of out-of-work benefits rises to 5.4%, which is higher than the London average of 3.5%.⁷³

Issues

- The unemployment rate among economically active population in Southwark is higher than the London and national averages.
- Higher proportion of residents aged over 50 on out-of-work benefits in Southwark across London
- Higher proportion of residents aged over 16 claiming Universal Credit in Southwark across London

Data gaps and updates

None identified.

⁷¹ Ibid.

⁷² Ibid.

⁷³ Ibid.

Retail and town centres

Overview

Baseline indicators

The following indicators are used to character economy and employment in Southwark and included in the sustainability appraisal framework.

Baseline indicators	
	Percentage of takeaways outlets within a walking distance (400m) of a secondary school
	Primary shopping frontage vacancy rates ⁷⁴
	Secondary shopping frontage vacancy rates ⁷⁵

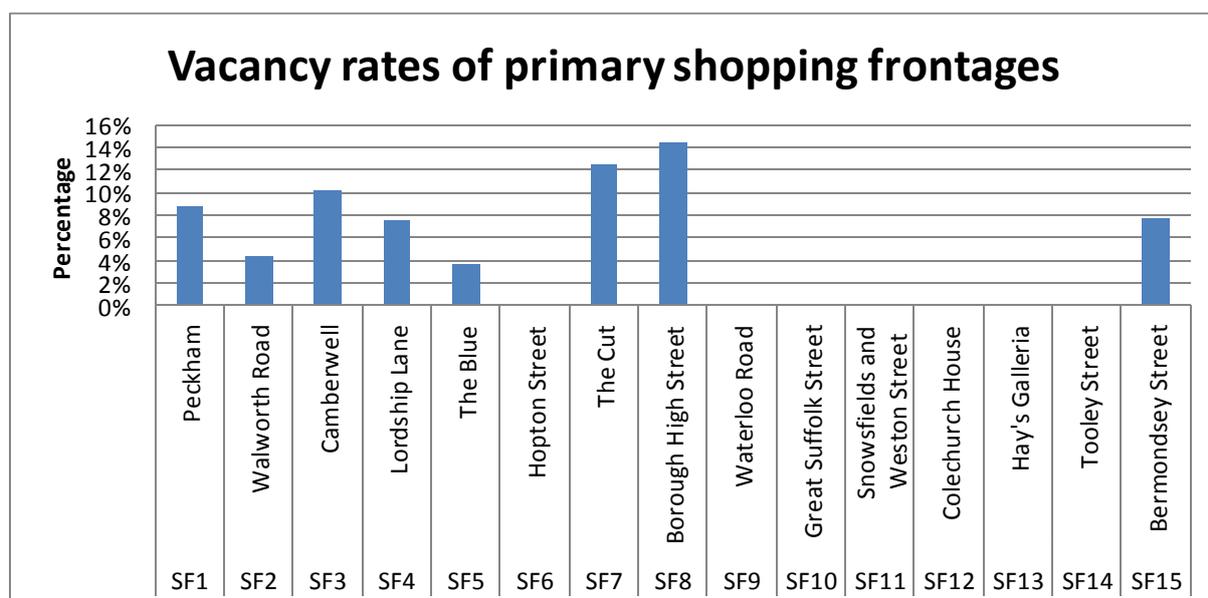
Contextual characteristics

The following contextual characteristics are used to give an overall description of employment and business in the borough. These are not included in the appraisal framework.

Contextual characteristics	
	Existing commercial floorspace in town centres, district centres and local centres ⁷⁶
	Breakdown of commercial uses in town centres

Description

Primary shopping frontage vacancy rates



⁷⁴ LB Southwark, 'Protected Shopping Frontages 2018' (published 2018)

⁷⁵ Ibid.

⁷⁶ LB Southwark, Place & Health Improvement Section, Southwark Public Health, *P45 Hot Food Takeaways – Review of the evidence*, (September 2018), 17

Secondary shopping frontage Vacancy rates

Schedule ID	Name	Vacancy rate (%)
SF16	Dockhead	10%
SF17	Jamaica Road	0%
SF18	Jamaica Road	3%
SF19	Albion Street	0%
SF20	Harper Road	33%
SF21	Tower Bridge Road	10%
SF22	Lower Road and Plough Way	11%
SF23	Walworth Road, East Street and Camberwell Road	7%
SF24	Old Kent Road, East Street and Dunton Road	16%
SF25	Ilderton Road	0%
SF26	Maddock Way	0%
SF27	Peckham Park Road and Old Kent Road	29%
SF28	Camberwell	10%
SF29	Vestry Road	0%
SF30	Peckham	16%
SF31	Queens Road	7%
SF32	Bellenden Road	5%
SF33	Gibbon Road	0%
SF34	Evelina Road, Nunhead Green and Kirkwood Road	11%
SF35	Grove Vale	13%
SF36	East Dulwich Road	8%
SF37	Crosswaithe Avenue	0%
SF38	Lordship Lane	13%
SF39	North Cross Road	7%
SF40	Herne Hill	0%
SF41	Half Moon Lane	0%
SF42	Norwood Road	4%
SF43	Dulwich Village and Calton Avenue	0%
SF44	Dulwich Village	6%
SF45	Lordship Lane	11%
SF46	Forest Hill Road	14%
SF47	Forest Hill Road	18%
SF48	Lordship Lane	0%
SF49	Croxted Road and Park Hall Road	17%
SF50	Seeley Drive	10%
SF51	Nunhead Grove and Nunhead Lane	14%
SF52	Camberwell New Road	34%

Percentage of takeaways outlets within a walking distance (400m) of a secondary school

According to the evidence informing New Southwark Plan's P45 Hot Food Takeaways, out of the 302 takeaway outlets which are situated in ward areas with the prevalence of excess weight, 86 (at 30%) are within a walking distance (400m) of a secondary school.

The number of takeaways within a walking distance is higher for schools located in the north of the borough, which is also where some of the wards with the highest prevalence of excess weight are found, showing a potential correlation.

Existing commercial floorspace in town centres, district centres and local centres

In 2014, Southwark has a total of 208,666 gross of retail floorspace (270,500 sqm including food and beverage) within its town centres and other undesignated clusters. 44% of the total gross retail floorspace is accommodated within food stores and convenience goods (essential every day items) shops, while 56% of retail floor space is for non-essential, comparison goods.⁷⁷ Southwark's town centres are partially defined by the existing amount of commercial floor space. These include:

- Major town centres: Peckham (56,630 sqm), Elephant and Castle/Walworth Road (44,460sqm) and Canada Water (36,668 sqm) or;⁷⁸
- District centres: Borough/Bankside/London Bridge (25,268 sqm), Camberwell (17,780 sqm) and Lordship Lane (in Dulwich) with 15,330 sqm) or;⁷⁹
- Local centres: Nunhead Green/Evelina Road, Dulwich Village or the Blue, Bermondsey

Southwark has around 60,000 sqm net of convenience sales floor space in its town centres, relatively evenly spread between them. Southwark is well served by convenience food "superstore" supermarkets (of over 2,500 sqm net), having five within it's boundaries as well as having 8 large supermarkets over 1,000 sqm net, and ten between 500 sqm net and 1,000 sqm net.⁸⁰

Comparison goods floor space (items such as clothes, shoes, music and books) is estimated to be approximately 93,100 sqm net across the borough. Peckham is the main centre for comparison goods floor space, taking 21% of the share. 18% lies in Elephant and Castle/Walworth Road, and 15% in Canada Water. Outside of the town centres Old Kent Road accounts for fewer than 19% of comparison sales floor space.⁸¹

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

⁷⁷ Nathaniel Lichfield & Partners, *Southwark Retail Study*(2015), 7

⁷⁸ *Ibid.* 9

⁷⁹ *Ibid.*

⁸⁰ *Ibid.* 22

⁸¹ *Ibid.*

Breakdown of commercial uses in town centres

In Southwark, there is currently a more balanced mix of commercial uses within the designated town centres. The Southwark Retail Study (2015) outlines the most recent data relating to commercial uses in the borough. Peckham has the highest proportion of A1 retail (71%) and A1 non-retail but a low proportion of drinking establishments (1%). 66% of units in Elephant and Castle/Walworth Road are A1 (with 51% retail and 15% non-retail). There are a smaller proportion of A1 units in Canada Water town centre (at 57%). The district town centres have a higher proportion of units in A3/A4/A5 units, totalling 34.4% versus the major town centres' average of 19% and local centres' 23%. The current retention rate for food and beverage expenditure varies across the borough from 52% to 60% in different areas. While this is reasonably high, there is scope to increase the retention rate through new development.⁷⁰

Use Class A2 equates to "financial and professional services." This includes banks, building societies, estate agents and employment agencies as well as betting shops and pay day loan shops. As of 2015, they account for 9% of all units in Southwark's town centres. They make up a slightly higher proportion of units in district and local centres, at 10%, than in major centres where they occupy 8% of units.⁷²

Southwark's 43 betting shops which are located within town centres account for 26% of all A2 uses and 2.4% of all A Class units. This is significantly higher than the national average of 1.5%. Peckham, Walworth Road, Camberwell and the Blue together have 28 betting shops between them, taking up the majority share of the borough's stock. 11 of Southwark's 15 payday loan shops are also concentrated in Peckham, Walworth and Camberwell.⁷³

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

Issues

- The concentration of takeaway outlets in proximity to secondary schools remains a critical threat to children obesity in Southwark

Data gaps and updates

None identified

Energy and Climate Change

Overview

Baseline indicators

The following indicators were used to characterise energy use and carbon emissions in the borough and included in the sustainability appraisal framework.

Baseline indicators	
1) Consumption of gas and electricity	Energy consumption by sector ⁸² (Domestic and Industry/commerce)
	Domestic consumption per capita of natural gas ⁸³
	Domestic consumption per capita of electricity ⁸⁴
2) Carbon dioxide emissions	Total carbon emissions in the borough ⁸⁵
3) Fuel poverty	Number of households experiencing fuel poverty ⁸⁶

Contextual characteristics

The following information provides contextual characteristics of the borough and is not included in the appraisal framework.

Contextual characteristics	
1) Consumption of gas and electricity	Consumption of domestic energy between lighting and appliances ⁸⁷
	Frequency of energy contracts (LASER) ⁸⁸
	Council expenditure on gas and electricity ⁸⁹
2) Carbon dioxide emissions	Carbon emissions breakdown by household ownership type (CO2) ⁹⁰
	Carbon emissions breakdown by sector (CO2) ⁹¹
	Carbon emission breakdown by source (CO2) ⁹²
	CO2 Baseline data taken from Carbon Reduction Committee Baseline 2018 and new proposed targets ⁹³
3) Decentralised energy options	Number of households attached to SELCHP ⁹⁴

⁸² Department for Business, Energy and Industrial Strategy (BEIS), 'UK local authority and regional carbon dioxide emissions national statistics: 2005 to 2017 – data tables' (published June 2019)

⁸³ LB Southwark, 'Local Development Framework: Southwark Annual Monitoring Report 7 (April 2010 – March 2011)' (published 2011)

⁸⁴ *ibid*

⁸⁵ LB Southwark, 'Scrutiny Committee Briefing: Climate Strategy – progress update' (published 24th September 2019)

⁸⁶ LB Southwark, 'Annual Public Health Report for Southwark 2019' (published February 2019)

⁸⁷ *ibid*

⁸⁸ LB Southwark, 'Scrutiny Committee Briefing: Climate Strategy – progress update' (published 24th September 2019)

⁸⁹ LB Southwark, 'Climate Emergency Summit' (published 1 July 2019)

⁹⁰ LB Southwark, 'Energy and Carbon Reduction Strategy' (adopted September 2011)

⁹¹ LB Southwark, 'Local Development Framework: Southwark Annual Monitoring Report 7 (April 2010 – March 2011)' (published 2011)

⁹² LB Southwark, 'Energy and Carbon Reduction Strategy' (adopted September 2011)

⁹³ LB Southwark, 'Scrutiny Committee Briefing: Climate Strategy – progress update' (published 24th September 2019)

⁹⁴ LB Southwark, 'Local Development Framework: Southwark Annual Monitoring Report 7 (April 2010 – March 2011)' (published 2011)

Description

1) Consumption of Gas and Electricity

Energy consumption by sector (Domestic and Industry/commerce)

In total 507.5 k2CO₂ were consumed for industry and commercial sectors in 2017 and 312.5 kCO₂ for domestic sector in the most recent time period of 2017 as shown in **Table 2**. This is a 45% reduction in industry and commercial sector over the ten-year time period from 2007 to 2017, and a 37% reduction in the domestic sector over the same period.

Comparison between **Table 1** and **Table 2** shows percentage change in **Table 3**. Whilst in total industry and commercial have seen a greater reduction, domestic has experienced a decrease of 17% in gas use, whereas industry and commercial have seen an increase in gas. This could be for a shift to renewable energy sources more prevalent in domestic sources.

	Industry and Commercial (k2CO ₂)	Domestic (k2CO ₂)
Electricity	727.7	256.9
Gas	182.0	235.5
Total	925.9	496.3

Table 1: 2007 breakdowns between consumption of gas and electricity for industry and commercial versus domestic uses in Southwark (k2CO₂)⁹⁵

	Industry and Commercial (k2CO ₂)	Domestic (k2CO ₂)
Electricity	307.7	113.4
Gas	190.1	195.1
Total	507.5	312.5

Table 2: 2017 breakdowns between consumption of gas and electricity for industry and commercial versus domestic uses in Southwark (k2CO₂)^{96,97}

Percentage Change 2007 to 2017 levels	Industry and Commercial (% change in (k2CO ₂))	Domestic (% change in k2CO ₂)
Electricity	- 57.69%	-55.85%
Gas	4.26%	-17.16%
Total	-45.19%	-37%

Table 3: Percentage change from 2007 to 2017 figures representing fuel breakdown between consumption of gas and electricity for industry and commercial versus domestic uses in Southwark (k2CO₂)^{98,99}

⁹⁵ Department for Business, Energy and Industrial Strategy (BEIS), 'UK local authority and regional carbon dioxide emissions national statistics: 2005 to 2017 – data tables' (published June 2019)

⁹⁶ *ibid*

⁹⁷ LB Southwark, 'Local Development Framework: Southwark Annual Monitoring Report 7 (April 2010 – March 2011)' (published 2011)

⁹⁸ Department for Business, Energy and Industrial Strategy (BEIS), 'UK local authority and regional carbon dioxide emissions national statistics: 2005 to 2017 – data tables' (published June 2019)

⁹⁹ LB Southwark, 'Local Development Framework: Southwark Annual Monitoring Report 7 (April 2010 – March 2011)' (published 2011)

Consumption of domestic energy between lighting and appliances

The majority of energy (81%) consumed in a home is used either for space heating or heating water. The remainder is split between lighting (16%) appliances and cooking (3%).¹⁰⁰

Frequency of energy contracts (LASER)

Southwark currently spends around £50.3m over a 4 year contract on gas and electricity, and through the LASER contract and on average, those sites that utilise our energy contracts are currently saving 38% on gas prices (operational), 41% on gas prices (housing), and 17% on electricity prices (housing) and 11% on electricity prices (operational) compared to individual procurements¹⁰¹.

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

Domestic consumption per capita of electricity and natural gas

The most recent figures are the April 2010- March 2011 Annual monitoring report¹⁰². The average total gas consumption per capita has decreased to 11,530kWh, and the average total electricity consumption per capita has fallen to 3,300kWh.¹⁰³ Domestic consumption per capita of natural gas and electricity is below the national average in Southwark of 16,000 and 4,800 respectively.¹⁰⁴

	April 2010 – March 2011 (kwh/ year)	April 2009 – March 2010 (kwh year)
Natural Gas	11,530	13,037
Electricity	3,300	3,778

Table 4: Domestic consumption per capita of natural gas (kwh/year) in Southwark between April 2010 and March 2011.¹⁰⁵

Council expenditure on gas and electricity

The Council's 2008 Private Sector Stock Condition survey estimated that it would cost £143 million if all remaining opportunities for these measures were carried out in the borough's 70,156 privately owned homes. This would reduce this sector's CO2 by 23% reduction (equivalent to 76,600 tCO2 pa– 4.5% of borough CO2).¹⁰⁶

2) Carbon dioxide emissions

Carbon emissions breakdown by household ownership type (CO2)

The majority of the remaining social-housing stock, which accounts for 5% of CO2 is managed by ten large Residential Social Landlords (RSL's) who regularly engage with the Council and who have strong drivers to reduce CO2 to tackle fuel poverty and increase the quality of their stock.

Tenure	Percentage of borough CO2	Number of Dwellings	Percentage of Stock
Council homes	12%	40,120	32%

¹⁰⁰ LB Southwark, 'Energy and Carbon Reduction Strategy' (adopted September 2011)

¹⁰¹ LB Southwark, 'Scrutiny Committee Briefing: Climate Strategy – progress update' (published 24th September 2019)

¹⁰² LB Southwark, 'Local Development Framework: Southwark Annual Monitoring Report 7 (April 2010 – March 2011)' (published 2011)

¹⁰³ *ibid*

¹⁰⁴ *ibid*

¹⁰⁵ *ibid*

¹⁰⁶ LB Southwark, 'Scrutiny Committee Briefing: Climate Strategy – progress update' (published 24th September 2019)

RSL homes	2%	15,013	12%
Private Sector homes	16%	7,156	56%
Total	30%	125,289	100%

Table 4: Housing stock in Southwark split by tenure and percentage carbon emissions ¹⁰⁷

Carbon emissions breakdown by sector (CO2)

	April 2010-March 2011 (tonnes of CO2)	April 2009 – March 2010 (tonnes of CO2)	April 2008 – March 2009 (tonnes of CO2)
Industry/commercial	789,000	925,000	927,000
Housing	456,000	502,000	504,000
Transport	258,000	265,000	281,000
Total	1,504,000	1,693,000	1,713,000
Per capita	5.3	6.0	6.1

Table 5: Total tonnes of carbon emitted in Southwark between April 2010 and March 2011 ¹⁰⁸

Carbon emissions in the borough reduced from 1,713,00 tonnes of CO2 from the period between April 2008-2009 to 1,504,000 tonnes of CO2 from April 2010-2011. This is a reduction of 13.8%, which indicate a consistent decline in carbon emissions. Southwark has declared a climate emergency, setting a target to reach carbon neutrality by 2030.

Carbon emissions breakdown by source (CO2)

Table 6 below gives a breakdown of where Carbon emissions come from in the borough indicating that workplaces are the biggest emitters and transport consisting of 15% of emissions.

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

Table 6: Percentage breakdown of carbon emissions between built environment and transport sectors in Southwark. ¹⁰⁹

Total carbon emissions in the borough

In 2018, the Council's Carbon Reduction Committee provided updated Baseline tonnes of CO2, and proposed new reduction targets by respective years 2022, 2030 and 2050 targets as set out in the right hand column of the table below.

	Baseline (tCO ₂)	Current (tCO ₂)	Original target	Percentage Reduction to date	New proposed target
Council – operational estate and schools (2008/9 baseline)	41,306	25,961 (2017/18)	26.6% reduction by 2016	36.7%	100% reduction by 2050

¹⁰⁷ LB Southwark, 'Energy and Carbon Reduction Strategy' (adopted September 2011)

¹⁰⁸ LB Southwark, 'Local Development Framework: Southwark Annual Monitoring Report 7 (April 2010 – March 2011)' (published 2011)

¹⁰⁹ Southwark Energy and Carbon Reduction Strategy 2011

Council Housing (2005 baseline)	202,800	187,850	N/a	6.7%	50% reduction by 2022
Borough (2003 baseline)	1, 690 000	1, 671,020	80% reduction by 2050	1.1%	100% reduction by 2030

Table 7: CO₂ Baseline data taken from Carbon Reduction Committee Baseline 2018 and new proposed targets.¹¹⁰

The Council has been working towards the Council target of reducing the emissions from own operations by 50% by 2022, based on existing CRC baselines. The 2008 CO₂ baseline taken for the CRC was 41,306 tonnes per year. Against the same baseline, the figure for 2017-18 was 25,961 tonnes. This is a 36.7% reduction on 2008 and work is ongoing. We have largely achieved this through a mixture of energy efficiency, building improvements and capital investments and the consolidation of accommodation.

Number of households experiencing fuel poverty

Fuel poverty is defined as spending more than 10% of disposable income on heating to minimal standard. Over 7,000 households in Southwark are living in fuel poverty (6.4% of all households). However fuel poverty is unequally distributed throughout the borough.¹¹¹

3) Decentralised energy

Number of households attached to SELCHP

The waste that cannot be recycled, reused, or recovered through processing in some way is incinerated at the SELCHP (South East London Combined Heat and Power) plant just across the border in Lewisham. This plant produces heating and hot water that supplies approximately **2,600** properties of nearby Southwark housing estates (fed from boiler houses at Abbeyfield, Clements Road, Pedworth and Tissington). The expansion of this network is being considered as part of a wider decentralised energy strategy and the regeneration of the Old Kent Road, exploring extending SELCHP links to Canada Water, Osprey Estate, the Old Kent Road Opportunity Area and Peckham.

No dwellings were added to SELCHP in 2018. Connecting more dwellings will be part of the work for 30 homes to be added in 2019.

Issues

- CO₂ reduction is overall occurring in the borough, however not at a quick enough rate
- Industry and commercial sector has reduced by 45% in the period 2007-2017 whilst domestic has decreased by roughly 37%
- Smart metering could be a method towards continuing to reduce consumption
- Expanding our SELCHP heat networks towards Peckham and Canada Water requires more data and analysis, could involve heat metering to discourage wastage, could involve new technologies, could involve some long-term investment between partners (Veolia and Southwark)
- CO₂ tends to dominate the direction of clean energy policy and actions. On the other hand the impacts of NO_x are proportionately underrated in decisions.
- Predominance of the Urban Heat Island will increase as development increases, localised figures are required to be developed
- Air Source Heat Pump is a project undertaken by the council to change carbon behaviours however this still needs to be better understood

¹¹⁰ LB Southwark, 'Scrutiny Committee Briefing: Climate Strategy – progress update' (published 24th September 2019)

¹¹¹ LB Southwark, 'Annual Public Health Report for Southwark 2019 (published February 2019)

- With 86.5% of the borough's carbon emissions not directly controlled by the Council, meeting CO2 reduction targets will only be fully achieved by influencing the borough's businesses, residents, landlords and building owners¹¹².

Data gaps and updates

- There is a lack of understanding of post-occupancy energy use and demand. Current decisions surrounding energy are based upon modelling of expected demand; however there is a discrepancy between modelling and real data. This understanding would provide more certainty to and build a stronger case for implementing decentralised and cleaner energy in the borough.
- Data needs to be updated
- Need a better understanding of the effects of climate change and adaptation measures at the local Southwark level.
- Data is needed to measure the proportion of energy generated from renewable sources.
- Data is needed to quantify energy efficiency and adaptation of existing building stock as per DECC, 2012.

¹¹² LB Southwark, 'Energy and Carbon Reduction Strategy' (adopted September 2011)

Air Quality

Overview

Baseline indicators

The following indicators were used to characterise air quality in the borough and included in the sustainability appraisal framework.

Baseline indicators	
	Concentration level of NO ₂ and PM ₁₀ ¹¹³ (with PM _{2.5} to be published soon)
	Percentage population exposed to levels of NO ₂ above the annual average objective limits

Contextual characteristics

The following information provides contextual characteristics of the borough and is not included in the appraisal framework.

Contextual characteristics	
1) Air Quality Monitoring	Air quality monitoring stations ¹¹⁴

Description

1) Air Quality Monitoring

Air Quality monitoring stations

The council has installed two air quality monitoring stations in 2010 in the borough. These monitoring stations will collect information on NO_x and PM₁₀ and are located at:

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

They measure air pollution every hour. They monitor Oxides of Nitrogen (NO + NO₂, collectively referred to as NO_x) and particulate matter (PM₁₀). As of 2015, the Council has a duty to monitor PM_{2.5}; however these figures have not yet been published.

Concentration level of NO₂ and PM₁₀¹¹⁵ (with PM_{2.5} to be published soon)¹¹⁶

An annual status update was provided in June 2019 for the previous year. In Southwark, in 2018, the number of exceedances of the hourly mean >200µg.m⁻³ objective permitted did not exceed 18, thus meet the NO₂ short term objective.

¹¹³ LB Southwark, 'Local Development Framework: Southwark Annual Monitoring Report 7 (April 2010 – March 2011)' (published 2011)

¹¹⁴ LB Southwark, 'Movement Plan 2019' (adopted April 2019)

¹¹⁵ LB Southwark, 'Local Development Framework: Southwark Annual Monitoring Report 7 (April 2010 – March 2011)' (published 2011)

¹¹⁶ *ibid*

The PM₁₀ annual mean concentrations meet the national air quality objective. There has been a slight upward trend of the annual mean concentrations over the past three years, but this year monitored levels have fallen.¹¹⁷

Southwark is not currently meeting legal limits for all pollutants regulated by EU legislation. NO₂ is a serious challenge as it often exceeds the objective limits, especially in the area inside the inner ring road and along main road corridors.¹¹⁸ Table 8 below indicates the most recent Air Quality Monitoring figures for PM₁₀ and NO₂, where the figures in bold exceed the annual mean Air Quality Objective of 40 (µg.m⁻³).

Annual Mean Concentration	2013	2014	2015	2016	2017	2018
PM ₁₀ (µg.m ⁻³) (SWK6)	23	19	20	26	19	20
NO ₂ ratified and bias adjusted monitoring results (µg.m ⁻³) (SWK6)	42	37	41	39	34	32

Table 8: Air Quality Monitoring for PM₁₀ and NO₂ from 2013 – 2018 period using SWK6 monitoring station.¹¹⁹

Percentage of Southwark population exposed to levels of NO₂ exceeding the air quality objective

In 2013 45% of the population of Southwark was exposed to levels of NO₂ above the annual average objective limit. It is known that there is no 'safe' limit for PM, so even where the objective limits for PM fractions are not exceeded, a reduction in particulates would further protect human health.¹²⁰

Issues

- Air pollution levels for the borough overall exceed targets set by the Government in some instances, however not as an average.
- Transport contributes to the majority of pollution in the borough. This is particularly so, near large arterial roads throughout the borough and increased exposure to populations living within proximity to major roads, especially vulnerable groups such as children, the elderly and those with existing medical conditions. Air pollution has significant implications on health and life expectancy and is said to be the second largest contributor to deaths after smoking.
- Major hotspots for poor air quality are on the Transport for London Road Network, over which the borough has limited direct control. This reduces the borough's ability to improve air quality from vehicular traffic.
- Measures taken to reduce pollution, particularly targeting transport will have wider benefits to health, wellbeing and open spaces.

¹¹⁷ LB Southwark, 'Air Quality Strategy & Action Plan (April 2017)' (published April 2017)

¹¹⁸ LB Southwark, 'Local Development Framework: Southwark Annual Monitoring Report 7 (April 2010 – March 2011)' (published 2011)

¹¹⁹ *ibid*

¹²⁰ LB Southwark, 'Southwark Air Quality Annual Status Report 2018' (published June 2019)

Data gaps and updates

The two air quality monitoring stations used only provide details for those specific locations. To complement the stations, it is proposed to use the outputs from the council's traffic count programme to look at trends in road borne traffic. Although traffic counts do not directly measure air quality, they can be used as a proxy measurement if we assume that as traffic volume increases, air quality will decrease. No publicized data was found averaging current levels of PM_{2.5}.

Transport

Overview

Baseline indicators

The following indicators were used to characterise transportation in the borough and included in the sustainability appraisal framework.

Baseline indicators	
	Journey to work by mode ¹²¹
	Frequency of Cycling as mode of transport in the borough ¹²²
	Number of Controlled Parking Zones
	Number of people killed or seriously injured in road accidents ¹²³

Contextual characteristics

The following information provides contextual characteristics of the borough and is not included in the appraisal framework.

Contextual characteristics	
1) Transportation patterns	Method of transportation
	Casualties
	Car ownership
2) Parking and Charging Points	Controlled Parking Zones
	Electric vehicles
3) Carbon Emissions	Transport-related CO ²

Description

Southwark adopted its Movement Plan in 2019. This document is supported by the most recent Annual Monitoring Report to Delivering the Transport Plan which was published in December 2018. The Movement Plan has replaced Southwark's Transport Plan (2010). The objectives of the Movement Plan include encouraging sustainable travel choices and promoting active lifestyles, increasing the share of walking and cycling trips, reducing the number of casualties and reducing CO² emissions from road transport. With an increasing population and workforce in Southwark, it will be important that development contributes towards shaping sustainable travel choices, reducing pollution and improving safety in the future.

¹²¹ LB Southwark, 'Annual Monitoring Report 2017/18: Delivering Southwark's Transport Plan: A summary of the progress made in achieving the targets set out in the Southwark Transport Plan 2011' (published December 2018)

¹²² LB Southwark, 'Movement Plan 2019' (adopted April 2019)

¹²³ LB Southwark, 'Annual Public Health Report for Southwark 2019 (published February 2019)

1) Transportation patterns

Reduction of people killed or seriously injured in road accidents

There has been a 32% decline in people killed and seriously injured on the streets and only a 1% increase in slight injuries 2005-2009 average baseline. However, we support Vision Zero principles that no number of deaths or serious injuries is acceptable and the ambition set out in the MTS of reducing fatalities and serious injuries on our streets to zero.

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

In total of 5,325 casualties were recorded in Southwark between 2012 to 2016 including, there were 417 serious casualties and 26 fatalities. Of these serious and fatal accidents, 25% involved a powered two wheeler rider, 30% involved a cyclist and 33% involved a pedestrian. 36 HGVs are involved in 58% of fatalities in Southwark. Generally, young people from 20 to 29 are most at risk and the number of casualties decrease with increasing age. Young males aged 16 to 24 years old on motorcycles are the most at risk.¹²⁴

Frequency of Cycling as mode of transport

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

Journey to work by mode

88% of traffic on our streets is cars and taxis, with the remaining 12% being buses, vans and larger vehicles. There has been no real change to these numbers since 2010. TfL estimate that delivery and servicing movements by Light Goods Vehicles (LGV) are expected to grow by 22% by 2031. We need to manage trips carefully to ensure that safety is not compromised for people walking, cycling and using public transport. Our first step must be to look to reducing competition for space on our kerbside by lowering the amount of individual freight trips in the borough.

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

¹²⁴ LB Southwark, 'Movement Plan 2019' (adopted April 2019)

Car ownership

Car ownership is static in the general population but for young people it is decreasing as is attainment of driving licenses. People are starting to drive later and drive less when they do start. It is likely that this behaviour will remain throughout their lives.

Our aim is to reduce trips made by car/motorbike to 13% by 2041. To achieve this, we need to be more ambitious than we currently are. Steps we plan to take include:

- Introducing a borough wide CPZ;
- Supporting car clubs models that reduce car ownership;
- Reviewing parking charges to charge most polluting vehicles more; and
- Ensuring consistency in parking restrictions on our streets or on our housing estates.

2) Parking and Charging Points

Electric vehicles

Electric vehicles (EV's) are an important and growing part of the vehicle fleet. EV's are about 20% more efficient than petrol vehicles, but there is no guarantee that they will reduce pollution. As emissions from tailpipes decrease as vehicle technology improves, particulates from brake and tyre wear become more important to address as an issue.

Controlled Parking Zones

At the end of 2018 there were 25 CPZs in Southwark, covering approximately 800 streets and 48% of the borough. This is low by London standards.

The ULEZ will cover the Congestion Charging Zone and come into effect from 2020. Subject to public consultation, ULEZ would set an emissions requirement for all types of vehicles entering central London with charges for noncompliance, discouraging all but the cleanest vehicles. The Mayor's Transport Emissions road map has identified an opportunity to apply the principles of the ULEZ in other areas of London. This could be in the form of Low Emission Neighbourhoods (LENS), which would be targeted in local hotspot areas of poor air quality.¹²⁵

3) Carbon Emissions

Transport-related carbon emissions

Drivers of reductions in transport-related CO2 emissions include the on-going long-term trend of vehicle fuel efficiency improvements driven by EU legislation, regional measures to drive modal shift, the decarbonisation of grid electricity and related incentives for electric vehicles and UK policy to increase the share of bio-fuel in transport fuel from 5 to 10% in the lead up to the 2020 renewables target¹²⁶. The council already has a comprehensive focus on encouraging modal shift. This includes managing demand via car clubs, investing in cycling and walking infrastructure, cycle parking and working with public transport providers; encouraging sustainable travel choices through school and workplace travel plans and encouraging smarter driving to reduce emissions and improve air quality¹²⁷.

¹²⁵ Mayor of London, 'Ultra Low Emission Zone for London' (2019)

¹²⁶ Government Office for Science, 'Future of Mobility: Decarbonising road freight' (published February 2019)

¹²⁷ LB Southwark, 'Movement Plan 2019' (adopted April 2019)

Issues

- There is a need to alleviate current and future capacity on trains, DLR, buses and local roads ongoing discussions regarding the Bakerloo Line Extension into our Old Kent Road regeneration area may support this.
- Parking is an on-going issue. There is a need to reduce parking as a disincentive to drive and subsequently alleviate congestion and improve air quality. This may include reviewing parking hours and parking associated with developments.
- There is a need to further encourage active modes of transport, particularly for local trips.
- There is a need to address road space conflicts between cyclists, pedestrians and motorists. This is particularly pertinent for 'pinch points' which have been identified through modelling.
- Locations of end of trip facilities such as bicycle parking and electric vehicle recharge points is also another issue given space constraints.

Data Gaps and Updates

A number of plans and strategies are currently being updated. These should be reviewed and incorporated in the sustainability appraisal and Local Plan evidence base. These include: The Road Safety Strategy and Parking Policy.

Biodiversity

Overview

Baseline indicators

The following indicators were used to characterise biodiversity in the borough and included in the sustainability appraisal framework.

Baseline indicators	
	Number of SINC sites ¹²⁸
	Number of Local Nature Reserve Sites ¹²⁹
	Number of New Protected Sites ¹³⁰

Contextual characteristics

The following information provides contextual characteristics of the borough and is not included in the appraisal framework.

Contextual characteristics	
1) Biodiversity monitoring	Wildlife recording ¹³¹

Description

Southwark has a rich ecological resource with 516 hectares natural greenspace within the borough, including the Thames. Southwark has over 215 parks and open spaces. Of these sites 65 are designated as Sites of Importance for Nature Conservation (SINC) including 7 Local Nature Reserves (LNR's). Not all are publically accessible as railsides, golf courses, allotments and private land are included.

Biodiversity monitoring

Number of Local Sites of Importance for Nature Conservation (SINCs) in Southwark

There are 65 SINC sites in Southwark, 5 are of Metropolitan Importance, 17 are of Borough Grade 1 importance, 22 are of Borough Grade II importance and 28 are of Local Importance. Saved Southwark Plan policy 3.28 protects SINC sites from inappropriate development and seeks enhancements for these sites. The New Southwark Plan proposes to revise the SINC designations of Borough Grade I and Borough Grade II to just Borough Importance.

Number of Local Nature Reserve Sites

Southwark has 7 Local Nature Reserves (LNR's) totalling 50.93ha, these are listed below.

- Sydenham Hill Wood
- Nunhead Cemetery
- Lavender Pond
- Dulwich Upper Wood

¹²⁸ LB Southwark, 'Draft Biodiversity Action Plan 2020. Protecting Biodiversity and Making Nature Accessible for All' (in consultation 2019)

¹²⁹ ibid

¹³⁰ ibid

¹³¹ ibid

- One Tree Hill
- Stave Hill Ecological Park
- Russia Dock Woodland

Number of New Protected Sites¹³²

Biodiversity Net Gain is one of the key themes of the Biodiversity Action Plan (2019), and the creation of new protected sites designation allocated as part of the New Southwark Plan has identified **17 new sites** for designation as SINC's. This works towards the overarching environmental strategy for the UK (BAP) 'A green future' 25 Year Environmental Plan (DEFRA 2018) has been adopted and contains key targets for biodiversity including creating a Nature Recovery Network.

Habitat	By 2025	By 2050
Species-rich woodland	20 ha	200 ha
Flower-rich grassland	50 ha	250 ha
Rivers and streams	10 km	40 km
Reedbeds	5 ha	30 ha

Table 9: Habitat creation targets for London

Wildlife Recording¹³³

Understanding what species are present is important in managing habitats and measuring success. To enable individuals and groups to share wildlife sightings Southwark Council has an interactive mapping tool. See link.

<https://geo.southwark.gov.uk/connect/analyst/mobile/#/main?mapcfg=Wildlife%20sightings%20and%20reporting>

Citizen science can also contribute to recording specific species.

Southwark Council has a Service Level Agreement with the London Records Centre, Greenspace Information for Greater London CIC (GiGL), which provides up to date data on species and habitats and land designations.

Issues

Southwark Council declared a climate emergency in March this year; this is inexorably linked to the biodiversity crisis. Creation of green infrastructure can help adaptation and to mitigate the impacts of climate change.

Data Gaps and Updates

None identified.

¹³² ibid

¹³³ ibid

Open Spaces

Overview

Baseline indicators

The following indicators were used to characterise open spaces in the borough and included in the sustainability appraisal framework.

Baseline indicators	
1) Provision of open space	Number of Open Spaces per 1,000 people ¹³⁴
	Provision of Public Parks per 1,000 people ¹³⁵
	Number of Allotments (Community gardens) ¹³⁶
2) Satisfaction with open space	Satisfaction with natural greenspace provision

Contextual characteristics

The following information provides contextual characteristics of the borough and is not included in the appraisal framework.

Contextual characteristics	
3) Open space monitoring	Predicted impact of population growth on open space provision ¹³⁷
	Areas of Deficiency in access to nature ¹³⁸

Description

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

1) Provision of open space

Number of Open Spaces per 1,000 people

Southwark has many natural greenspaces and sites of importance for nature conservation. As with public parks, levels of greenspace vary in different areas of the borough. The borough's natural greenspace standard is 1.5 hectares per 1,000 population. Greenspace standards for each sub-area at present are as follows¹³⁹:

¹³⁴ LB Southwark, 'Open Space Strategy' (adopted 2013)

¹³⁵ *ibid*

¹³⁶ *ibid*

¹³⁷ *ibid*

¹³⁸ *ibid*

¹³⁹ *ibid*

- Aylesbury and Walworth: 2.24 ha
- Bankside, Borough and London Bridge: 1.22 ha
- Bermondsey and Old Kent Road: 0.36 ha
- Camberwell: 0.47 ha
- Canada Water and Rotherhithe: 4.44 ha
- Dulwich: 4.23 ha
- Elephant and Castle: 0.38 ha
- Peckham and Nunhead: 1.92 ha.

Provision of Public Parks per 1,000 people¹⁴⁰

Open space provides essential habitats for plants and wildlife, in turn improving soil regeneration, water absorption and filtration. The Open Space strategy (2013) identified that there is a total of 0.85ha of park provision per 1,000 population. This is expected to fall to 0.72ha of park provision per 1,000 population in 2026, taking into account the projected increase in population of 54,000 people between 2011 and 2026. The residents' survey revealed that Southwark has a relatively high level of satisfaction with the current levels of provision and quality of open space. When combined with the results of the benchmarking exercise of open space provision in other London authorities, it is considered that a standard of 0.72ha per 1,000 population is realistic. The sub-areas which fall below the 0.72ha per 1,000 population, and should be prioritised for additional park provision, are:

- Bankside, Borough and London Bridge;
- Bermondsey and Old Kent Road;
- Camberwell; and
- Elephant and Castle

Number of Allotments (Community gardens)

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

2) Satisfaction with open space

Satisfaction with the quality of open space

A telephone survey carried out with the Open Space Strategy (2013) suggested that most people consider the quality of open spaces to be either good or very good, with highest satisfaction levels for allotments (92%), large open spaces (86%) and the Thames Path (88%).

Satisfaction with natural greenspace provision

The Open Space strategy (2013) identified that there is a total of 1.79ha of natural greenspace provision per 1,000 population. This is expected to fall to 1.51ha of park provision per 1,000 population in 2026, taking into account the projected increase in population of 54,000 people between 2011 and 2026. The residents' survey revealed that

¹⁴⁰ ibid

Southwark has a relatively high level of satisfaction with the current levels of provision natural greenspace and, as such, it is considered that a standard of 1.51ha per 1,000 population is realistic. The sub-areas which fall below the 1.51ha per 1,000 population, and should be prioritised for additional natural greenspace provision, are:

- Bankside, Borough and London Bridge;
- Bermondsey and Old Kent Road;
- Camberwell; and
- Elephant and Castle

3) Open space monitoring

Predicted impact of population growth on open space provision¹⁴¹

The purpose of the standards identified in the Open Space Strategy 2013 is to give adequate levels of provision for each type of open space within the borough based upon the existing needs and future needs of the borough up to 2026. All current figures are expected to decrease per population access to open space due to projected increase in population of 54,000 people between 2011 and 2026.

Areas of deficiency in access to nature¹⁴²

The Open Space strategy identifies that all residents within the borough should have access to areas of formal and informal play provision for children and teenagers within 400m from home. Accessibility standards for different types of children's play provision should follow the GLA guidance as follows:

- small areas of play for younger children (maximum 100m walk);
- local facilities (maximum 400m walk); and
- larger equipped areas of play for older children (maximum 800m walk).¹⁴³

Deficiency in access is quantified on a case-by-case basis and is therefore not possible to integrate into a baseline indicator.

Issues

- There is a clear need for additional allotment space to meet unmet demand. The Open Space Strategy identified at least 797 people on the waiting list for allotment spaces in the borough. At most sites, the waiting list is up to 10 years, although there may be a limited number of sites where waiting lists are around 1-2 years.
- The projected increase in population will result in diminishing access to public open space per 1,000 population, which will require minimising through designation of new open space.
- The NSP has already proposed an addition of 17 protected sites of open space and these figures will be continuously reviewed throughout the adoption of the plan.

Data Gaps and Updates

As population projections change, figures in the baseline data tables will change. The adequate levels of increase in public open space provision are dependent on the responsiveness of population projections as part of regeneration and growth in the borough.

¹⁴¹ ibid

¹⁴² ibid

¹⁴³ ibid

Soil Overview

Baseline indicators

The following indicators were used to characterise soil and contaminated land in the borough and included in the sustainability appraisal framework.

Baseline indicators	
	Number of open space (hectares per 1,000 people)

Contextual characteristics

The following information provides contextual characteristics of the borough and is not included in the appraisal framework.

Contextual characteristics	
Site Contamination	Remediation of previously contaminated sites ¹⁴⁴
	Potentially contaminated sites ¹⁴⁵

Description

Number of Open Spaces per 1,000 people

Open space is an important habitat for plants and wildlife, which in turn promotes soil regeneration, and its water absorption and infiltration. Southwark has many natural greenspaces and sites of importance for nature conservation. As with public parks, levels of greenspace vary in different areas of the borough. The borough's natural greenspace standard is 1.5 hectares per 1,000 population. Greenspace standards for each sub-area at present are as follows¹⁴⁶:

- Aylesbury and Walworth: 2.24 ha
- Bankside, Borough and London Bridge: 1.22 ha
- Bermondsey and Old Kent Road: 0.36 ha
- Camberwell: 0.47 ha
- Canada Water and Rotherhithe: 4.44 ha
- Dulwich: 4.23 ha
- Elephant and Castle: 0.38 ha
- Peckham and Nunhead: 1.92 ha.

Contaminated Land Remediation of previously contaminated sites

¹⁴⁴ ibid

¹⁴⁵ ibid

¹⁴⁶ ibid

Southwark's approach to contamination can be found in our Contaminated Land Inspection Strategy (2012-2017). To date we have successfully effected contaminated land remediation via the planning system and by voluntary remediation. We have implemented a system of work which ensures that all historically contaminated or Brownfield sites are properly investigated and remediated, where required, with responsibility to properly address contamination found lying initially with the owner and or the developer of the site.

Potentially Contaminated sites

In 2008/9, a total of 2016 potentially contaminated sites were identified in Southwark through examination of historic maps and other database.

From the 2016 sites identified, 1356 were found to be subject to sites uses that were considered non-polluting or low risk such as offices, dry goods warehouses, finish clothes manufacturing etc.

Issues

The decline in the industrial sector began around the 1950's. Today, Southwark is fast becoming one of London's most regenerated Boroughs with large projects covering over 40% of the Borough taking place in over eleven areas. The breadth and pace at which regeneration and development are taking place within the borough is having the consequential effect that much of the industrial and potentially contaminated land within Southwark is being investigated and remediated as a matter of course, through the planning process.

Data Gaps and Updates

None Identified.

Flood risk, water resource and quality

Overview

Baseline indicators

The following indicators were used to characterise flood risk, water resource and quality in the borough and included in the sustainability appraisal framework.

Baseline indicators	
	Domestic Water Demand across the entire borough, as a proxy measure of water consumption (expected) ¹⁴⁷
	Number of planning permissions granted contrary to the advice of the Environment Agency on flood defence & water quality grounds ¹⁴⁸ (to be updated)
	Quality of water at consumer's tap (zones) – against National Standards (number of tests failed) Thames Water Aggregated ¹⁴⁹

Contextual characteristics

The following information provides contextual characteristics of the borough and is not included in the appraisal framework.

Contextual characteristics	
Flood Risk	Defences against Thames Flooding ¹⁵⁰
	Surface Water Management ¹⁵¹
Water Supply	Provider

Description

Flood Risk

Defences against Thames flooding

Defences against Thames flooding is included in Southwark's Strategic Flood Risk Assessment (SFRA) and reflect policy from the Thames Catchment Flood Management Plan ¹⁵² and Thames Estuary 2100 ¹⁵³ will help manage flood risk from the Thames over the next 50 to 100 years. Whilst the Thames Barrier and flood walls along the riverside provide a degree of protection, consideration needs to be given to their potential failure or inability to contain very high floods as a result of climate change. Under the TE2100 plan, the recommended measures for defences within Southwark include:

¹⁴⁷ LB Southwark 'Old Kent Road Integrated Water Management Strategy (2018)' (published May 2018)

¹⁴⁸ LB Southwark, 'Local Development Framework: Southwark Annual Monitoring Report 7 (April 2010 – March 2011)' (published 2011)

¹⁴⁹ DEFRA, 'Drinking Water Inspectorate's Annual Report (DWI)', *Data summary tables for Thames Water (TMS)* <http://dw.i.defra.gov.uk/about/annual-report/2018/company-data/tms.pdf> (published 11 July 2019)

¹⁵⁰ LB Southwark 'Strategic Flood Risk Assessment (January 2017)' (published January 2017)

¹⁵¹ *ibid*

¹⁵² Environment Agency 'Managing flood risk through London and the Thames Estuary (TE2100 Plan) November 2012' (published November 2012)

¹⁵³ Environment Agency 'Thames Catchment Flood Management Plan (summary report December 2009)' (published December 2009)

- An ongoing programme of inspection, maintenance, repair and replacement of defences;
- Raising of all flood defences by up to 0.5 m by 2065; and
- Raising of all flood defences by an additional 0.5 m by 2100. This allows for projected increases in sea level to 2135.

Surface Water Management

The Council has undertaken a Surface Water Management Plan¹⁵⁴ for the whole borough which includes consideration of flooding from sewers, drains, groundwater and runoff from land, small watercourses and ditches that occurs as a result of heavy rainfall. Analysis of the number of properties at risk of flooding has been undertaken for the rainfall event with a 1 in 100 probability of occurrence in any given year (1% Annual Exceedance Probability, AEP). A review of the results demonstrate that 33,220 residential properties and 2,870 non-residential properties could be at risk of surface water flooding of greater than 0.03m depth during a rainfall event with a 1 in 200 annual chance of occurring. Of those, approximately 560 residential properties and 80 non-residential properties are estimated to be at risk of flooding to a depth of greater than 0.5m during the same modelled rainfall event.

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

Number of planning permissions granted contrary to the advice of the Environment Agency on flood defence & water quality grounds¹⁵⁵

For the financial year 2008/2009, no planning permissions were granted contrary to Environment Agency advice on flooding or water quality grounds, reflecting the borough's positive approach to protecting the flood plain from inappropriate development. A more up-to-date review of any planning permissions granted contrary to the advice of the Environment Agency will be submitted when the analysis is completed.

¹⁵⁴ LB Southwark 'Strategic Flood Risk Assessment (January 2017)' (published January 2017)

¹⁵⁵ LB Southwark, 'Local Development Framework: Southwark Annual Monitoring Report 7 (April 2010 – March 2011)' (published 2011)

Water Demand

Domestic Water Demand across the entire borough, as a proxy measure of water consumption (expected)¹⁵⁶

To remain sustainable London needs to reduce the level of water consumption per person. Currently the average Londoner consumes 164 litres/day (l/d) around 20 l/d, which is above the national average of 150 l/d¹⁵⁷. Projections for population growth in London and in the wider south-east will mean that new strategic water resources will be required. The need for this is exacerbated by the climate change predictions of more sporadic and intense rainfall and a higher likelihood of droughts, as well as the need to protect the water environment following Water Framework Directive requirements.

Baseline water consumption has been estimated by considering the modelled demand information supplied by Thames Water. The data included daily demands for each District Metered Areas (DMAs) within the OKR OA. No more borough-specific data could be found. Domestic demand was at 111.33 and non-domestic demand at 35.65 litres per day

Water supply Provider

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

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

Quality of water at consumer's tap (zones) – against National Standards (number of tests failed) Thames Water Aggregated¹⁵⁸

There is also increasing awareness and concern about micro-pollutants such as pharmaceuticals, micro-plastics, endocrine disruptors and metals. The Priority Substances Directive supplements the Water Framework Directive by establishing environmental quality standards for 'priority substances' and 'priority hazardous substances'. There are already targets in place for some substances, with future targets agreed for additional substances. This list of substances is updated periodically and there are a number of additional substances on the watch list for potential future inclusion.

These targets have been set by DEFRA and tested for the number of times that they fail (Thames Water aggregated).

Issues

¹⁵⁶ LB Southwark 'Old Kent Road Integrated Water Management Strategy (2018)' (published May 2018)

¹⁵⁷ Greater London Authority (GLA), New London Plan emerging 2019

¹⁵⁸ DEFRA, 'Drinking Water Inspectorate's Annual Report (DWI)', *Data summary tables for Thames Water (TMS)* <http://dw.i.defra.gov.uk/about/annual-report/2018/company-data/tms.pdf> (published 11 July 2019)

The discrepancy between Southwark's maintenance target for water demand at 105 litres per day and what is currently being achieved from the study at 111.35 litres per day.

Data Gaps and Updates

- Water demand in Southwark was most recently modelled in regard to the Old Kent Road Opportunity Area¹⁵⁹
- The baseline data does not yet exist for the entire borough but is an average of the entire opportunity area
- More detailed analysis will be required at a later stage in each growth area in order to determine the exact volumes, and detailed design of the required infrastructure undertaken
- A more up-to-date review of any planning permissions granted contrary to the advice of the Environment Agency on flood defence and water quality grounds will be submitted when the analysis is completed
- Water quality is aggregated to Thames Water source, therefore not taking into consideration private providers or issues that may arise specific to the transportation of water to Southwark's homes.

¹⁵⁹ LB Southwark 'Old Kent Road Integrated Water Management Strategy (2018)' (published May 2018)

Waste Overview

Baseline indicators

The following indicators were used to characterise waste in the borough and included in the sustainability appraisal framework.

Baseline indicators	
	Recycling and composting rate (%) ¹⁶⁰
	Amount of municipal waste diverted from landfill (recovery rate %) ¹⁶¹
	Total household waste collected (tonnes) ¹⁶²

Contextual characteristics

The following information provides contextual characteristics of the borough and is not included in the appraisal framework.

Contextual characteristics	
Waste Processing	London Plan targets for waste processing ¹⁶³
	Targets of the Southwark waste management strategy 2003-2021 ¹⁶⁴
	Integrated Waste Management Facility (IWMF) ¹⁶⁵

Description

Waste processing

London Plan targets for waste processing

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

¹⁶⁰ LB Southwark 'Waste Management Strategy 2003-2021' (published 2003)

¹⁶¹ *ibid*

¹⁶² *ibid*

¹⁶³ Greater London Authority (GLA), New London Plan emerging 2019

¹⁶⁴ LB Southwark 'Waste Management Strategy 2003-2021' (published 2003)

¹⁶⁵ *ibid*

Total household waste collected (tonnes)¹⁶⁶, Recycling and composting rate (%)¹⁶⁷ and Amount of municipal waste diverted from landfill (recovery rate %)¹⁶⁸

The table below sets out the figures related to waste processing in Southwark between 2010/2011 and 2014/2015.

	2010/11	2011/12	2012/13	2013/14	2014/15
Total household waste collected (tonnes)	110,236	106,121	111,081	116,663	118,814
Recycling and composting rate (%)	25.14%	27.43%	30.41%	34.30%	34.58%
Amount of municipal waste diverted from landfill (recovery rate %)	63.34%	79.65%	69.49%	86.40%	95.29%

Source: Waste strategy and Policy – Targets and Performance

Total household waste collected (tonnes)

Total tonnes of household waste collected in 2014/15 were 118,814. This increase in waste is related to the increase in population. Targets of the Southwark waste management strategy 2003-2021 was that a reduction in the amount of municipal solid waste generated in Southwark to below 3% by 2005, and below 2% by 2010. In real terms, due to population growth the absolute amount of waste will rise but the strategy aims to deliver a decrease in the actual rate of growth.

Recycling and composting rate (%)

Most recent figures suggest that 34.58% was the recycling and composting rate in 2014/15. Targets of the Southwark waste management strategy 2003-2021 was that an achievement of 30% recycling and composting standards for household waste by 2010-11 and 40% by 2015-16 and 50% standards by 2020-21.

Amount of municipal waste diverted from landfill (recovery rate %)

Most recent calculations suggest that 95.29% of municipal waste was diverted from landfill in 2014/15. Targets of the Southwark waste management strategy 2003-2021 was that a recovery of value from 45% of municipal solid waste by 2010-11, 67% by 2015-16 and 75% by 2020-21.

¹⁶⁶ ibid

¹⁶⁷ LB Southwark 'Waste Management Strategy 2003-2021' (published 2003)

¹⁶⁸ ibid

Integrated Waste Management Facility (IWMF)

Southwark is involved in a joint partnership to meet waste apportionment targets called the South East London Waste Joint Waste Partnership Group. Members of the group pool their apportionment requirements, allowing them collectively to meet their aggregated apportionment total is met. This is acceptable under the London Plan 2016 as boroughs are not required to meet either the municipal or commercial/industrial apportionment figures individually.

The IWMF has current actual throughput of 173,000 tonnes per annum (excluding the waste transfer and household waste reuse and recycling functions (2017 figure)). The proportion of the IWMF's waste processing capacity which contributes to the borough's apportionment target is, at 2016, 104,850 tonnes per annum (tpa). The borough's prescribed apportionment target is 172,000tpa, representing a shortfall of 67,150tpa in throughput capacity. According to the London Plan 2016, in 2036 the borough is required to have the capacity to meet an apportionment target of 247,000tpa. Where the modelled capacity of the IWMF at 2036 is 111,150tpa, there is an anticipated shortfall of 135,850tpa.

Issues

No issues are identified

Data Gaps and Updates

No data gaps are identified

Noise Overview

Baseline indicators

The following indicators were used to characterise noise monitoring in the borough and included in the sustainability appraisal framework.

Baseline indicators	
	The rate of complaints about noise ¹⁶⁹

Contextual characteristics

The following information provides contextual characteristics of the borough and is not included in the appraisal framework.

Contextual characteristics	
Harm Caused by Noise	The percentage of the population exposed to road, rail and air transport noise of 65dB(A) or more, during the daytime ¹⁷⁰
	The percentage of the population exposed to road, rail and air transport noise of 65dB(A) or more, during the daytime ¹⁷¹

Description

Noise Complaints

The rate of complaints about noise in Southwark is 18.7 per 1000¹⁷² in 2015/16. This has been decreasing in recent years however is worse than both the London and National Average

Issues

No issues

Data Gaps and Updates

No data gaps

¹⁶⁹ Public Health England, 'Wider Determinants of Health' <https://fingertips.phe.org.uk/profile/wider-determinants/data#page/1/gid/1938133043/pat/6/par/E12000007/ati/102/are/E09000028> (accessed 29 November 2019)

¹⁷⁰ ibid

¹⁷¹ ibid

¹⁷² ibid

Play facilities

Overview

Baseline indicators

The following indicators were used to characterise play facilities in the borough and included in the sustainability appraisal framework.

Baseline indicators	
	Number of open spaces with play facilities ¹⁷³
	Level of satisfaction with children's play facilities ¹⁷⁴

Contextual characteristics

The following information provides contextual characteristics of the borough and is not included in the appraisal framework.

Contextual characteristics	
Play characteristics	Current participation rates in play ¹⁷⁵

Description

Open space provides an important role in serving children's play needs. It is widely acknowledged that the importance of children's play extends far beyond the activity itself. Play contributes towards child development through the development of a wide range of physical, social and emotional skills and abilities as well as having a positive impact on children's health. The Southwark Playing Pitch Strategy 2016, Southwark Physical and Activity and Sport Strategy (2014-2017), Southwark Health and Wellbeing Strategy (2015-2020) and Southwark Open Space Strategy (2013) inform policies for play facilities in the New Southwark Plan.

Current participation rates in play

The current participation rates indicate that 36.5% of adults (16+) participate in once a week sports, which is lower than the London average (37.4%) This has dropped in recent years from 40.4% in 2010/11.

Number of open spaces with play facilities

There are currently 78 open spaces that include some form of dedicated children's play provision, although there are a range of other amenity spaces which also include open space. Children need to be able to access play provision close to their home. Children find it difficult to travel long distances to use play areas, particularly if they have to cross busy roads. Lack of access to open space nearby, can mean that children have to rely on being supervised by parents or carers, which restricts a child's freedom to play.

¹⁷³ LB Southwark, 'Open Space Strategy' (adopted 2013)

¹⁷⁴ LB Southwark 'Playing Pitch Strategy' (published January 2016)

¹⁷⁵ LB Southwark 'Southwark Physical and Activity and Sport Strategy (2014-2017)' (published 2014)

Level of satisfaction with Children's play facilities

The telephone survey carried out with the Open Space Strategy (2013) suggested that over 80% of respondents consider the quality of children's play space in the borough to be good or very good. The increase in population expected over the coming years will put pressure on the supply of children's playspace and it will be important to ensure that adequate provision for playspace is made with new developments.

Issues

No issues are identified.

Data Gaps and Updates

No data gaps are identified

Quality in Design and Conservation of Historic Environment

Overview

Baseline indicators

The following indicators were used to characterise quality in design and conservation of the historic environment in the borough and included in the sustainability appraisal framework.

Baseline indicators	
	Number of Historic environment assets (Conservation areas, listed buildings and monuments, and Archaeological Priority Zones) ¹⁷⁶

Contextual characteristics

No further contextual characteristics of the borough are included in this section.

Description

Number of Historic environment assets (Conservation areas, listed buildings and monuments, and Archaeological Priority Zones)

Throughout the borough there are many attractive and historic buildings, monuments and sites that reflect Southwark's rich history and add to the unique character and identity of places. We currently have 45 conservation areas and around 2,200 listed buildings and monuments. The Tower of London, a World Heritage Site, is located across the river from London Bridge. There are also archaeological remains that cannot be seen that provide important evidence of our past. We have identified 6 Archaeological Priority Zones (APZs).

Issues

Protecting and enhancing the character and historic value of places are important issues to be considered in the future growth and regeneration of the borough. Well designed buildings and spaces will help improve people's quality of life and make places more attractive. This can also help attract businesses to the area. It is important that the design of a development is carefully thought through and takes into account how the development is part of a wider place and how a place's uniqueness and historic value can be used to stimulate regeneration and improvements.

Data Gaps and Updates

No data gaps are identified.

¹⁷⁶ LB Southwark, 'Local Development Framework: Southwark Annual Monitoring Report 7 (April 2010 – March 2011)' (published 2011)

Conclusion

Only the baseline indicators have been selected for monitoring, as indicated and summarised in the following section.

Data Gaps and Updates

Southwark's source of baseline indicators is subject to internal review by the GLA.

SOCIAL CONDITIONS

Equality

Baseline data	Southwark	Direction of change	London	National	Source	Most recent data	Frequency of collection
Index of multiple deprivation	43 rd most deprived out of 317 local authorities in England; 8 th most deprived among 14 inner London boroughs; 9 th out of 33 local boroughs in London	Lower ranking	-	-	English Indices of Deprivation 2019	Sep 2019	As available
The Income Deprivation Affecting Children Index 2019 (IDACI)	81 out of 166 lower-layer super output areas (LSOAs) fell into the 20% most deprived across the country	Decrease	-	-	English Indices of Deprivation 2019	Sep 2019	As available
The Income Deprivation Affecting Older People Index 2019 (IDAOPI)	113 out of 166 lower-layer super output areas (LSOAs) fell into the 20% most deprived across the country	Decrease	-	-	English Indices of Deprivation 2019	Sep 2019	As available

Housing

Baseline data	Southwark					Direction of change	London	National (England)	Source	Most recent data
Additional general housing needs	South East SHMA (2014): 1,647 units					Increase supply	-	-	South East London Strategic Housing Market Assessment (SHMA, (2014); Southwark's SHMA (2019)	Jul 2019
	Southwark SHMA (2019): 2,932 units									
Net affordable housing needs per year	Backlog needs from 2,934 concealed households					Increase supply	-	-	Southwark's SHMA (2019)	Jul 2019
	Backlog needs from 6,745 overcrowded households									
	Backlog needs from 2,336 homeless households who are currently living in temporary accommodation									
	3,943 newly forming households per annum									
	205 existing households falling into need for affordable homes per year									
	Annual supply of affordable homes: 1,436 units Net additional affordable homes need: 2,077 units									
Bedroom requirement by tenure	(shortage/demand: -) (oversupply: +)	1 bed	2 beds	3 beds	4 beds	Increase supply	-	-	Southwark's SHMA (2019)	Jul 2019
	Social rent and sub-social rent	+200 units	-659 units							
	Intermediate housing	Undersupply								
	Market housing	-20%	-30%	-34%	-16%					

Education, skills and training

Baseline data	Southwark		Direction of change	London	National	Source	Most recent data	Frequency of collection
NEETs No and % of 16-17 year olds not in education, employment or training or whose activity is not known	520	9.9%	Decrease	4.8%	5.5%	NEET and participation: local authority figures, Department for Education	Jun 2019	Annual
No. and % of residents who have attained NVQ4 and above	149,200	64.6%	Increase	53.1%	39.3% (Great Britain)	NOMIS, Labour Market Statistics	Dec 2018	As available
No. and % of residents with no qualification	13,200	5.7%	Decrease	6.6%	7.8 (Great Britain)	NOMIS, Labour Market Statistics	Dec 2018	As available
No. of apprenticeships created within the borough	842 (41% of all apprenticeships created by London boroughs in 2016-2017)		Create another 2,500 Southwark apprenticeships	-	-	Southwark Skills Strategy	Jun 2018	As available
Education and skills deprivation (the higher rank the more deprived)	8 th out of 14 (Inner London)		Decrease	22 nd out of 33 (London Wide)	262 nd out of 317 (National)	English indices of deprivation, MHCLG	Sep 2019	Annual

Health and well-being

Baseline data	Southwark		Direction of change	London	National	Source	Most recent data	Frequency of collection
Life expectancy at birth	Male life expectancy at birth	78.9 years	Increase	80.5 years	63 years	Public Health Outcomes Framework, Public Health England	2015 - 2017	Annual
	Female life expectancy at birth	84.4 years	Increase	84.3 years	64 years			
Healthy Life expectancy at birth	Male	62.4 years	Increase	63.9 years	63.4 years	Public Health Outcomes Framework, Public Health England	2015 - 2017	Annual
	Female	64.6 years	Increase	64.6 years	63.8 years			
Number of Excess Winter Deaths	45 (10.2%)		Decrease	27.1%	30.1%	Public Health Outcomes Framework, Public Health England	Aug 2017 – Jul 2018	Annually

Health deprivation and Disability (the higher rank the more deprived)	10 th out of 14 (inner London boroughs)	Decrease	28 th out of 33 (London wide)	211 th out of 317 (National)	English Indices of Deprivation	Sep 2019	Annual
Percentage of adult carers who have as much social contact as they would like	39.8%	Increase	35.6%	35.5%	Public Health Outcomes Framework, Public Health England	2016 - 2017	Annual
Percentage of adult social carers who have as much social contact as they would like	38.5%	Increase	41.4%	46%	Public Health Outcomes Framework, Public Health England	2017 – 2018	Annual
Number and percentage of Year 6 children who are overweight and obese	1,145 (39.8%)	Decrease	37.7%	34.3%	Public Health Outcomes Framework, Public Health England	2017 - 2018	Annual

Safety

Baseline data	Southwark		Direction of change	London		National	Source	Most recent data	Frequency of collection
Recorded crime per 1000 population for headline offences	120 (2018-2019), 6 th highest among 13 inner London boroughs, 6 th in London		Decrease	99		84	Recorded crime data by Community Safety Partnership area, ONS	Jul 2018 - Jun 2019	Annual
Crime deprivation (the higher rank the more deprived)	7th out of 14 inner London boroughs; 9th out of 33 London boroughs; 37th within England; 25 out of 166 Lower-layer Super Output Areas (LSOA) within Southwark are among the 10th most deprived area within England		Lower ranking	-		-	English Indices of Deprivation	Sep 2019	Annual
Total No. of casualties in Southwark	Pedestrians: 234 (-6% from 2017)	Cyclists: 361 (12% from 2017)	Reduce to zero	175	144	-	Casualties in Greater London - Transport for London	2018	Annual
Fatal and serious casualties on road	189		Reduce to zero	123		-	Casualties in Greater London - Transport for London	2018	Annual
Local perception of safety and crime	Emerging		Emerging				Social Regeneration Charter	2019 and onwards	Emerging

Social cohesion

Baseline data	Southwark	Direction of change	London	National	Source	Most recent data	Frequency of collection
Active member of their community	1 in 4 people	increase	-	-	Southwark Conversation	2018	As available
Feeling of contributing to the local economy	1 in 5 people	Increase	-	-	Southwark Conversation	2018	As available
Volunteer in Southwark	1 in 7 people	Increase	-	-	Southwark Conversation	2018	As available
Percentage of residents who feel wholly or partly positive about change in the borough	70%	Increase	-	-	Southwark Conversation	2018	As available
Percentage of residents who have personally benefitted from change in the borough	52%	Increase	-	-	Southwark Conversation	2018	As available

ECONOMIC CONDITIONS

Economy and employment

Baseline data	Southwark			Direction of change	London	National	Source	Most recent data	Frequency of collection
Number of employee jobs	235,000			Increase	-	-	Nomis Labour Market Statistics, Local Authority Profile	2017	Annually
Number of micro and small-to-medium sized enterprises	99% of the total business in the borough, equating a total of 15,905 micro-SMEs			Increase			Nomis Labour Market Statistics, Local Authority Profile	2018	Annually
Percentage of unemployed population	5.4% unemployed	4% claiming out-of-work benefits	3.8% claiming Universal Credit	Decrease	4.9% unemployed	4.1%	Nomis Labour Market Statistics, Local Authority Profile	2019	Annually

Retail and town centres

Baseline data	Southwark	Direction of change	London	National	Source	Most recent data	Frequency of collection
Percentage of takeaways outlets within a walking distance (400m) of a secondary school	86 out of 302 (30%) takeaways (situated in ward areas with the prevalence of excess weight) are within a 400m walking distance of a secondary school	Decrease	-	-	Southwark Public Health, <i>P45 Hot Food Takeaways – Review of the evidence</i> , Southwark Place & Health Improvement Section	2018	As available
Primary shopping frontage vacancy rates	7 out of 15 having 0%	Decrease	-	-	Protected Shopping Frontages, Southwark	2018	As available
Secondary shopping frontage vacancy rates	11 out of 38 having 0%	Decrease	-	-	Protected Shopping Frontages, Southwark	2018	As available

Environment conditions

Energy and Climate Change

Objective & indicator for assessment	Southwark		Direction of change	London	National	Source	Most recent data	Frequency of collection
Energy Consumption by Sector	Industry and commerce	507.5	Decrease	-	-	UK Local Authority and Regional Carbon Dioxide Emissions National Statistics 2005 to 2017	2017	Annually
	Domestic Sector	312.5						
Domestic consumption per capita of natural gas	11,530 kwh/year		Decrease	-	16,000 kwh/year	Annual Monitoring Report 2010 - 2011	2010-2011	As available
Domestic consumption per capita of electricity	3,300 kwh/year		Decrease	-	4,800 kwh/year	Annual Monitoring Report 2010 - 2011	2010-2011	As available
Total Carbon emissions in borough(tonnes of CO2)	Industry/commercial	789,000	Decrease	-	-	Annual Monitoring Report 2010 - 2011	2010-2011	As available
	Housing	456,000	Decrease	-	-			
	Transport	258,000	Decrease	-	-			
	Total	1,504,000	Decrease	-	-			
	Per capita	5.3	Decrease	-	-			
Fuel Poverty	7,000 households (6.4% of all households)		Decrease	-	-	-	2013/14	As available

Air Quality

Objective & indicator for assessment	Southwark		Direction of change	London	National	Source	Most recent data	Frequency of collection
Concentration level of NO ₂ , PM _{2.5} and PM ₁₀ (Annual)	PM ₁₀ (µg/m ³) (SWK6)	20	Decrease	-	40 µg/m ³	Air Quality Annual Status Report	2019	Annually
	NO ₂ ratified and bias adjusted monitoring results (µg/m ³) (SWK6)	32		-	40 µg/m ³			
	PM _{2.5} ratified and bias adjusted monitoring results (µg/m ³) (SWK6)	No published results		-	25 µg/m ³			
Percentage population exposed to levels of NO ₂ above the annual average objective limits	45%		Decrease	-	-	Air Quality Annual Status Report	2019	As available

Transport

Objective & indicator for assessment	Southwark	Direction of change	London	National	Source	Most recent data	Frequency of collection
Journey to work by mode	Car/motorcycle – 23% Taxi/other public – 1% Walking – 30%. Cycle – 4% Rail – 8% Underground/DLR – 8%	Decrease (Reduce trips made by car/motorbike to 13% by 2041)	-	-	LB Southwark, Annual Monitoring Report 2017/18: Delivering Southwark's Transport Plan	2017/18	As available
	88% of traffic on our streets is cars and taxis 12% is buses, vans and larger vehicles						
Frequency of Cycling as mode of Transport	4.3%	Increase	-	-	Movement Plan 2019	2009/12	As available
Number of Controlled Parking Zones	As of 2018, there are 25 CPZs in Southwark, covering approximately 800 streets and 48% of the borough	Increase (Introducing a borough wide CPZ by 2041)	-	-	Movement Plan 2019	2019	As available

Number of Casualties	A total of 5,325 casualties were recorded in Southwark between 2012 and 2016, including 417 serious casualties and 26 fatalities.	Decrease	Vision Zero (zero road casualties by 2041)	-	Movement Plan 2019	2012 to 2016	As available
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Biodiversity

Objective & indicator for assessment	Southwark		Direction of change	London	National	Source	Most recent data	Frequency of collection
Number of SINC Sites	Total	66	Increase	-	-	Open Space Strategy (2013)	2013	As available
	MOL	5						
	BOL Grade 1	17						
	BOL Grade 2	22						
	Local Importance	28						
Number of Local Nature Reserves	Southwark has 7 Local Nature Reserves (LNR's) totalling 50.93ha, these are listed below.		Increase	-	-	Biodiversity Action Plan 2019	2019	As available
Number New Protected Sites	17 new protected sites		Increase	Habitat creation targets for London (Table 9)	DEFRA 2018 ' A green future' 25 Year Environmental Plan	Biodiversity Action Plan 2019	2019	As available

Open Spaces

Objective & indicator for assessment	Southwark	Direction of change	London	National	Source	Most recent data	Frequency of collection
Number of Open spaces (hectares per 1,000 people)	215 open spaces in the borough which together comprise some 605.5 hectares of land, around 21% of the total land area in the borough 1.5 hectares per 1,000 population	Increase	-	-	Open Space Strategy (2013)	2026 – with projected increase in population	-
Park provision (hectares per 1,000 people)	0.7 hectares per 1,000 population	Increase	-	-	-	2026 – with projected increase in population	-
Satisfaction with natural greenspace provision	Satisfaction levels for allotments (92%), large open spaces (86%) and the Thames Path (88%).	Higher	-	-	Open Space Strategy (2013)	-	-
Number of Allotments (Community gardens)	15.3 ha of land across the borough is used for allotments and a further 2.9 ha is used as community gardens	Increase	-	-	Open Space Strategy (2013)	-	-

	797 people on the waiting list for allotment spaces in the borough	Decrease					
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Soil

Objective & indicator for assessment	Southwark	Direction of change	London	National	Source	Most recent data	Frequency of collection
Number of Open spaces (hectares per 1,000 people)	<p>215 open spaces in the borough which together comprise some 605.5 hectares of land, around 21% of the total land area in the borough</p> <p>1.5 hectares per 1,000 population</p>	Increase	-	-	Open Space Strategy (2013)	2026 – with projected increase in population	As available

Flood Risk, Water Resources and Quality

Objective & indicator for assessment	Southwark	Direction of change	London	National	Source	Most recent data	Frequency of collection
Domestic Water Demand across the whole borough (as a proxy measure of water consumption)	111.33 litres per person per day (Old Kent Road)	Decrease (105 litres per person per day)	164 litres per person per day (emerging New London Plan consumption levels)	-	Old Kent Road Integrated Water Management Strategy	2018	As available
Number of planning permissions granted contrary to the advice of the Environment Agency on flood defence & water quality grounds	None	Decrease	-	-	Annual Monitoring Report 2010/2011	2010/11	As available
Quality of water at consumer's tap (zones) – against National Standards (number of tests failed) Thames Water Aggregated	15	Decrease	15		Drinking Water Inspectorate Annual Monitoring Report	2018	Annual

Waste management

Objective & indicator for assessment	Southwark					Direction of change	London	National	Source	Most recent data	Frequency of collection
	2010/11	2011/12	2012/13	2013/14	2014/15						
Total household waste collected (tonnes)	2010/11	2011/12	2012/13	2013/14	2014/15	Decrease	Decrease	Decrease	Southwark's Waste Management Strategy 2003-2021	2014/2015	Annual
	110,236	106,121	111,081	116,663	118,814						
Recycling and composting rate (%)	25.14	27.43	30.41	34.30	34.58	Increase	Increase	Increase	Southwark's Waste Management Strategy 2003-2021	2014/2015	Annual
Amount of municipal waste diverted from landfill (recovery rate %)	63.34	79.65	69.49	86.40	95.29	Increase	Increase	Increase	Southwark's Waste Management Strategy 2003-2021	2014/2015	Annual

Noise management

Objective & indicator for assessment	Southwark	Direction of change	London	National	Source	Most recent data	Frequency of collection
The rate of complaints about noise	18.7	Decrease	14.6	6.3	Wider Determinants of Health – Public Health England	2015/16	Annual
The percentage of the population exposed to road, rail and air transport noise of 65dB(A) or more, during the daytime	14.8%	Decrease	12.1%	5.5%	Wider Determinants of Health – Public Health England	2016	Annual
The percentage of the population exposed to road, rail and air transport noise of 55dB(A) or more during the night-time	18.0%	Decrease	15.9%	8.5%	Wider Determinants of Health – Public Health England	2016	Annual

Play facilities

Objective & indicator for assessment	Southwark	Direction of change	London	National	Source	Most recent data	Frequency of collection
Number of Open spaces with play facilities	78 open spaces that include some form of dedicated children's play provision	Increase	-	-	Open Space Strategy (2013)	2013	As available
Satisfaction level with children's play spaces	80% of respondents consider the quality of children's play space in the borough to be good or very good	Increase	-	-	Open Space Strategy (2013)	2013	As available

Quality in Design and Conservation of Historic Environment

Objective & indicator for assessment	Southwark	Direction of change	London	National	Source	Most recent data	Frequency of collection
Number of Historic environment assets	45 conservation areas	Retain	-	-	Annual Monitoring Report 7 (April 2010-March 2011)	2010/11	As Available
	2,200 listed buildings						
	Tower of London World Heritage Site						
	6 Archaeological Priority Zones						

DRAFT OLD KENT ROAD AAP/OAPF Integrated Impact Assessment Appendices

December 2020

No.	Title
Appendix 1	Strategic Directive Requirement
Appendix 2	Relevant Plans, Programmes and Strategies
Appendix 3	Baseline data – Facts and Figures
Appendix 4	Sustainability Appraisal Framework
Appendix 5	Assessment of the Strategy and Vision
Appendix 6	Assessment of the Development Management Policies
Appendix 7	Assessment of the Sub Areas and Site Allocations
Appendix 8	Monitoring indicators against sustainability objectives
Appendix 9	Baseline Indicators Table
Appendix 10	Options Testing
Appendix 11	Scoping Report Consultation Summary and link to OKR AAP Scoping Report
Appendix 12	Reasonable alternatives considered
Appendix 13	Mental Well-being Impact Assessment Screening
Appendix 14	OKR AAP References

Appendix 4 – Sustainability Appraisal Framework

The following section sets out the appraisal framework for each sustainability objective by providing a list of prompt questions, which are used to elaborate the desired outcomes of achieving the objective and thus guide the assessment of policies set out in Old Kent Road Area Action Plan. To review the policies after they are implemented, a set of indicators are proposed in the right column to serve as the proxy measures for each objective's outcome.

IIA Objective	Prompt questions	Indicators/targets to monitor the effectiveness of the policy
IIA01		
To tackle poverty and encourage wealth creation	> Will it improve the range of job opportunities for all people?	<ul style="list-style-type: none"> • Increase number of employee jobs • Increase number of micro and small-to-medium sized enterprises • Decrease percentage of unemployed population • Decrease primary shopping frontage vacancy rates • Decrease secondary shopping frontage vacancy rates
	> Will it help to diversify the economy?	
	> Will it increase the number of higher paid jobs in the borough?	
	> Will it help reduce overall unemployment, particularly long-term unemployment?	
	> Will it encourage the retention and / or growth of local employment and training opportunities in the most deprived areas?	
	> 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 areas and 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 promote and enable tourism opportunities to be exploited, and employment created?	
> Will it result in a loss of employment land?		
IIA02		
To improve the education and skill of the population	> Will it provide opportunities to improve the skills and qualifications of the population, particularly for young people and adults?	<ul style="list-style-type: none"> • Increase primary school places in accordance with the demand projections • Increase early education places in accordance with the demand projections
	> Will it help improve employee education / training programmes?	

	> Will it help reduce skills shortages?	<ul style="list-style-type: none"> • Increase the proportion and number of residents who attain an NVQ4 or above • Reduce the proportion and number of residents with no qualification • Reduce the number and proportion of 16-17 years old not in education, employment or training
IIA03		
To improve the health of the population	> Will it promote and facilitate healthy living and active lifestyles amongst different groups?	<ul style="list-style-type: none"> • Increase life expectancy at birth for males and females • Reduce the level of health deprivation and disability • Increase the percentage of adult carers who have as much social contact as they would like (as a proxy measure of social isolation) • Increase percentage of physically active adults • Reduce the number of excess winter deaths • Reduce the fraction of mortality attributable to particulate air pollution • Higher utilisation of outdoor space for exercise/health reasons • Reduce the number of reception year children: prevalence of overweight (including obesity) • Reduce the number of year 6 children: prevalence of overweight (including obesity) • Increase the percentage of people with high or very high life satisfaction
	> Will it improve access to health and social care / treatment for all sectors of the community?	
	> Will it maintain, enhance and create green infrastructure assets (e.g. green space, woodlands, recreation and sports facilities and allotments) for recreation, exercise and access to locally produced food?	
	> Will it improve 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 reduce the prevalence of takeaways near schools?	
	> Will it help improve mental and emotional health, reducing social exclusion?	
	> Will it promote non-polluting forms of transport?	
> Will it reduce exposure to poor air quality across all groups?		
IIA04		
To reduce the incidence of crime and the fear of crime	> Will it improve safety and security?	<ul style="list-style-type: none"> • Reduce the level of crime deprivation • Reduce Crime rate per 1000 of the population for key offences including burglary • Local perception of safety and crime (available when Social Research for Southwark's Social Regeneration Charter is published)
	> 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?	

IIA05		
To promote social inclusion, equality, diversity and community cohesion	> Will it help support the voluntary and community sectors?	<ul style="list-style-type: none"> • Improve the borough's relative ranking for the indices of multiple deprivations • Decrease the percentage of children living in deprived households • Decrease the percentage of older persons living in deprived households • Reduce the gap in pay inequality • Increase the percentage of adult carers who have as much social contact as they would like (as a proxy measure of social isolation) • Perceptions of neighbourliness and how well local people get on well together (available when Social Research for Southwark's Social Regeneration Charter is published) • Local perception of the ability to have their voice heard and influence decisions (available when Social Research for Southwark's Social Regeneration Charter is published)
	> 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 sustain the provision of community facilities and open space that meets local needs?	
	> Will it facilitate the connection of existing communities, i.e. layout and movement which avoids physical barriers and severance and land uses and spaces which encourage social interaction?	
	> How will different groups of people be affected by the option or policy - including black and minority ethnic communities, women, disabled people, lesbians, gay men, bisexual and transgender people, children and faith groups? Will it benefit the groups listed above?	
IIA06		
To mitigate impacts of and adapt to climate change	> Will it reduce CO2 and other greenhouse gas emissions?	<ul style="list-style-type: none"> • Decrease energy consumption by sector (Domestic and Industry/commerce) • Decrease domestic consumption per capita of natural gas • Decrease domestic consumption per capita of electricity • Decrease local carbon dioxide emissions • Decrease the number of households experiencing fuel poverty • Increase recycling and composting rate (%)
	> 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 the urban heat island effect?	
	> Will it encourage the re-use of resources?	
	> Will it encourage water efficiency and drought resilience?	
IIA07		
To improve the air quality of Old Kent Road	> Will it improve air quality?	<ul style="list-style-type: none"> • Decrease concentration level of NO2, PM2.5 and PM10 • Decrease percentage population exposed to levels
	> Will it help to reduce emissions of PM ₁₀ , PM _{2.5} , NO ₂ ?	
	> Will it help reduce concentration levels of PM ₁₀ , PM _{2.5} ?	

	and NO ₂ ? > 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 thus generating lower emissions overall?	of NO ₂ above the annual average objective limits <ul style="list-style-type: none"> • Increase frequency of cycling as mode of transport in the borough • Decrease number of private vehicles (cars/ motorcycles) used as a journey to work by mode
IIA08		
To avoid waste and maximise, reuse or recycle waste arising as a resource	> Will it promote the reduction of waste during construction / operation? > Will it minimise the production of household and commercial waste? > Will it promote sustainable processing of waste?	<ul style="list-style-type: none"> • Increase the amount of municipal waste diverted from landfill (recovery rate %) • Increase the recycling and composting rate (%) • Increase the number of buildings connected to SELCHP
IIA09		
To encourage sustainable use of water resources	> Will it result in a net decrease in the demand for water and foul sewage disposal? > Will it encourage reuse of water?	<ul style="list-style-type: none"> • Increase the quality of water at consumer's tap (zones) – against National Standards (number of tests failed) • Reduce domestic water demand (litres per person per day) as a proxy for Water consumption across the entire borough
IIA10		
To maintain and enhance the quality of land and soil	> Will it result in the loss of open or previously undeveloped 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?	<ul style="list-style-type: none"> • Increase the number of open space (hectares per 1,000 people)
IIA11		
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, parks and waterways and other spaces that make up the townscape character?	<ul style="list-style-type: none"> • Maintain the number of historic environment assets • Decrease the percentage of takeaway outlets within a walking distance (400m) of a secondary school • Decrease primary shopping frontage vacancy rates • Decrease secondary shopping frontage vacancy

	<p>> Will it have a negative impact on important strategic/local views?</p>	<p>rates</p> <ul style="list-style-type: none"> • Increase the number of open spaces per 1,000 people • Increase the hectares per 1,000 people of open spaces • Increase provision of public parks per 1,000 people • Increase publically accessible open space by area • Increase satisfaction with natural greenspace provision • Decrease the rate of complaints about noise
	<p>> Will it incorporate sustainable design and construction techniques?</p>	
IIA12		
To conserve and enhance the historic environment and cultural assets	<p>> Will it protect, maintain and enhance the condition and setting of features and areas of cultural, historical and archaeological heritage in the environment?</p>	<ul style="list-style-type: none"> • Maintain the number of historic environment assets • Increase the number of open spaces per 1,000 people • Increase the hectares per 1,000 people of open spaces • Increase provision of public parks per 1,000 people • Increase publically accessible open space by area • Increase satisfaction with natural greenspace provision • Increase the number of allotments (community gardens) • Reduce the number of people on the waiting list for allotment spaces in the borough • Increase number of open spaces with play facilities • Increase level of satisfaction with children's play facilities • Decrease the rate of complaints about noise
	<p>> Will it promote the historic environment and also contribute to better understanding of the historic environment?</p>	
	<p>> Will it promote high quality design and sustainable construction?</p>	
	<p>> Will it respect visual amenity and the spatial diversity of communities?</p>	
	<p>> Will it maintain or increase access to leisure, sporting, cultural and arts destinations and facilities?</p>	
	<p>> Will it improve leisure, sporting, cultural and arts provision?</p>	
IIA13		
To protect and enhance open spaces, green corridors and biodiversity	<p>> Will it encourage development on previously developed land?</p>	<ul style="list-style-type: none"> • Increase the number of open spaces per 1,000 people • Increase the hectares per 1,000 people of Open spaces • Increase provision of public parks per 1,000 people
	<p>> Will it improve the quality and access to open spaces in areas of deficiency?</p>	
	<p>> Will it provide a range of play spaces for children and young people?</p>	

	<p>> Will it maintain, enhance and create green infrastructure assets and networks (e.g. green space, woodlands, public rights of way, open recreation and sports recreation and sports facilities) across the area?</p> <p>> Will it help protect and improve biodiversity in the area overall and in particular avoid harm to species and habitats protected by International and UK law?</p> <p>> Will it protect and enhance natural habitats and protect priority species?</p> <p>> Will it encourage the creation of new habitats, including through the provision of additional open space and green roofs?</p> <p>> Will it help achieve the Biodiversity Action Plan (BAP) targets?</p> <p>> Will it protect and provide opportunities for creating / enhancing / improving sites designated for their nature conservation value / geo-diversity level (local and national levels?)</p>	<ul style="list-style-type: none"> • Increase publically accessible open space by area • Increase satisfaction with natural greenspace provision • Increase the number of allotments (community gardens) • Reduce the number of people on the waiting list for allotment spaces in the borough • Decrease the rate of complaints about noise
IIA14		
To reduce vulnerability to flooding	<p>> Will the development be an area at risk of flooding?</p> <p>> Will it minimise the risk of and from flooding to people and property?</p> <p>> Will it protect and improve flood defences and allow them to be maintained?</p> <p>> Will it promote the use of sustainable urban drainage systems?</p>	<ul style="list-style-type: none"> • Reduce the number of planning permissions granted contrary to the advice of the Environment Agency on flood defence & water quality grounds
IIA15		
To provide everyone with the opportunity to live in a decent home	<p>> Will it improve the supply of housing?</p> <p>> 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?</p> <p>> Will it deliver 'healthy homes'? (e.g. in relation to warmth, overcrowding, noise and mental health?)</p> <p>> Will it improve the quality of housing for all?</p>	<ul style="list-style-type: none"> • Contribute towards the delivery of 2,932 additional homes in Southwark annually as informed by SHMA 2019 • Contribute towards the provision of 2,077 net affordable homes in Southwark annually as informed by SHMA 2019 • Increase delivery family-sized social housing tenure • Reduce the number of overcrowded households

	> Will it improve overall design quality, including flexibility of stock to enable it to evolve to meet changing needs?	
IIA16		
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?	<ul style="list-style-type: none"> • Reduce the number of private vehicles used as journey to work by mode • Increase the frequency of cycling as mode of transport • Increase the coverage of controlled parking zones (CPZs) • Reduce the number of casualties
	> 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?		
IIA17		
To provide the necessary infrastructure to support existing and future development	> Will it provide enough social infrastructure and meet local needs?	<ul style="list-style-type: none"> • A combination of above indicators used to measure are covered elsewhere
	> Does the proposal explore opportunities for shared community use and co-location of services?	
	> Will it provide enough physical infrastructure?	
	> Will it provide enough green infrastructure?	

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No.	Title
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Appendix 4	Sustainability Appraisal Framework
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Appendix 5: Assessment of policies OKR AAP Strategy and Vision

The following tables set out the impacts identified through IIA of Strategy including Plan Objectives, on the sustainability implications. The 14 development management policies set out in the plan are appraised against 17 sustainability objectives, encompassing economic, social and environmental aspects. Each objective is measured on a scoring scale (Key 1), with each grade assigned a numeric value, symbol and colour. Alongside the scoring, a detailed commentary on the policy is provided.

Key 1: Individual scoring against each objective

Symbol and colour	Scoring Value (%)	Score	Description
✓✓	100	Major or direct positive	The proposed option/policy contributes significantly to the achievement of the objective.
✓	50	Minor or indirect positive	The proposed option/policy contributes to the achievement of the objective but not significantly or indirectly.
-	0	Neutral	The proposed option/policy does not have any effect on the achievement of the objective or there is no clear relationship between the proposed option/policy and the achievement of the objective or the relationship is negligible.
x	-50	Minor or indirect negative	The proposed option/policy detracts from the achievement of the objective but not significantly.
xx	-100	Major or direct negative	The proposed option/policy detracts significantly from the achievement of the objective.
?	N/A	Uncertain	The proposed option/policy has an uncertain relationship to the objective or the relationship is dependent on the way in which the aspect is managed. In addition, insufficient information may be available to enable an appraisal to be made.

At the bottom of the table, there is an averaged scoring of the 17 objectives to indicate each strategic policy's and development management policy's overall efficacy in meeting the sustainability objectives. The colour bar below (key 2) divides the overall scoring into three categories from positive, neutral to negative.

Key 2: Averaged IIA objectives scoring for each policy

Negative	Neutral	Positive
< 10 %	10 - 49%	50 - 100%

Summary of the sustainability assessment for each policy:

Detailed integrated Impact Assessment for:

Vision and Strategy

Including:
 Vision
 Strategy, Delivery and Funding
 Plan Objectives

IIAO	Vision	Strategy, Funding and Delivery	Plan Objectives
IIAO 1	✓✓	✓	✓✓
IIAO 2	✓✓	✓	✓✓
IIAO 3	✓✓	✓	✓✓
IIAO 4	✓	✓	
IIAO 5	✓	✓	✓✓
IIAO 6	✓	✓✓	✓✓
IIAO 7	✓	✓✓	✓✓
IIAO 8			
IIAO 9			
IIAO 10	✓✓		
IIAO 11	✓✓		✓✓
IIAO 12	✓✓	✓	✓✓
IIAO 13	✓✓		✓✓
IIAO 14			
IIAO 15	✓✓	✓✓	✓✓
IIAO 16	✓✓	✓✓	✓✓
IIAO 17	✓✓	✓	✓✓
Avg.	71	45	71

Vision					
	Description	Averaged	Sub	Timescales	Commentary

IIA Objective		Grading	grading	S	M	L	
IIAO 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.
IIAO 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.
IIAO 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.
IIAO 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.
IIAO 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.
IIAO 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.

IIO 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.
IIO 8	To avoid waste and maximise, reuse or recycle waste arising as a resource	-	-	-	-	-	This policy does not explicitly address the issue of waste but it does not negatively impact on it.
IIO 9	To encourage sustainable use of water resources	-	-	-	-	-	This policy does not explicitly address the issue of water resources but it does not negatively impact on it.
IIO 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.
IIO 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.
IIO 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.
IIO 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.
IIO 14	To reduce vulnerability to flooding	-	-	-	-	-	This policy does not explicitly address the issue of flooding but it does not negatively impact on it.
IIO 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.
IIO 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.
IIO 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.

Strategy, Funding and Delivery							
IIA Objective	Description	Averaged Grading	Sub grading	Timescales			Commentary
				S	M	L	
IIAO 1	To tackle poverty and encourage wealth creation	✓	✓	?	✓	✓	The phased delivery of housing, employment and community uses will improve accessibility to housing and employment for all which will tackle poverty and encourage wealth creation, as these interventions will create more vibrant town centres and support a stronger local economy.
IIAO 2	To improve the education and skill of the population	✓✓	✓✓	?	✓	✓✓	The strategy sets out the delivery of 1 FE college, 1 new secondary school, 2 new primary schools and 9 primary school expansions which will improve the education and skills of the population across a wide range of age groups. This will have a long term positive benefit as the delivery of these schools are phased.
IIAO 3	To improve the health of the population	✓	✓	?	✓	✓	The delivery of affordable homes and education addresses issues of overcrowding which can impact negatively on the impact mental health and wellbeing. This has longer term impacts for people's health and wellbeing as people feel a greater sense of security and community through safe and decent homes and access to education.
IIAO 4	To reduce the incidence of crime and the fear of crime	✓	✓	?	✓	✓	This section does not directly reference the incidence of crime but the cumulative benefits of new homes, employment and community facilities may reduce crime and the perception and fear of crime for local residents.
IIAO 5	To promote social inclusion, equality, diversity and community cohesion	✓	✓	?	✓	✓	The delivery of new schools and education facilities, health centres and community facilities provide more opportunity for local people to engage with their local community and this promotes greater community cohesion. This benefit is of a result of cumulative benefits from a number of interventions and therefore the benefits are long term, but also long lasting.
IIAO 6	To reduce contributions to climate change	✓✓	✓✓	?	✓	✓✓	The delivery of the Bakerloo Line Extension and bus improvements will reduce reliance on private vehicles and therefore reduce combustion and the emission of carbon dioxide that contributes to climate change. This a long-term project and will therefore have long term benefits to reducing climate change.
IIAO 7	To improve the air quality	✓✓	✓✓	?	✓	✓✓	The delivery of the Bakerloo Line Extension and bus improvements will reduce reliance on private vehicles and therefore reduce combustion and the emission of carbon dioxide that contributes to poor air quality. The interventions proposed to reduce climate change
IIAO 8	To avoid waste and maximise, reuse or recycle waste arising as a resource	-	-	-	-	-	This section does not explicitly address the issue of waste but it does not negatively impact on it.
IIAO 9	To encourage sustainable use of water resources	-	-	-	-	-	This section does not explicitly address the issue of water resources but it does not negatively impact on it.
IIAO 10	To maintain and enhance the quality of land and soils	-	-	-	-	-	This section does not explicitly address the issue of land soils but it does not negatively impact on it.
IIAO 11	To protect and enhance quality of landscape and townscape	-	-	-	-	-	This section does not explicitly address the issue of land and soil but it does not negatively impact on it.
IIAO 12	To conserve and enhance the historic environment and cultural assets	✓	✓	?	✓	✓	The Strategy sets out the delivery of a new major cultural attraction which will enhance the cultural assets in the local area.
IIAO 13	To protect and enhance open spaces, green corridors and biodiversity	-	-	-	-	-	This section does not explicitly address the issue of open space but it does negatively impact on it.

IIO 14	To reduce vulnerability to flooding	-	-	-	-	-	This section does not explicitly address the issue of flooding but it does not negatively impact on it.
IIO 15	To provide everyone with the opportunity to live in a decent home	✓✓	✓✓	✓✓	✓✓	✓✓	The strategy sets out the aim to deliver 20,000 new homes of which 7,000 will be affordable homes to meet local housing demand. This is phased and will have positive impacts in the short, medium and long term.
IIO 16	To promote sustainable transport and minimise the need to travel by car	✓✓	✓✓	?	✓	✓✓	The funding section of the strategy sets out costs for bus and cycle improvements which will minimise the need for local residents to use the car by incentivising active travel modes of walking and cycling and public transport. This takes some time to implement so the benefits will improve over time and there will be a long-term lasting benefit from the delivery of bus and cycle improvements.
IIO 17	To provide the necessary infrastructure to support existing and future development	✓	✓	?	✓	✓	This section sets out how the OKR AAP will deliver its objectives and support social regeneration through the delivery of homes, employment, transport infrastructure and social infrastructure that are necessary to support future sustainable development within the Old Kent Road Opportunity Area. The delivery of these will be phased over a long period of time and therefore have medium and long term benefits.

Plan Objectives							
IIA Objective	Description	Averaged Grading	Sub grading	Timescale			Commentary
				S	M	L	
IIO 1	To tackle poverty and encourage wealth creation	✓✓	✓✓	?	✓	✓✓	The plan objectives cumulatively will deliver employment opportunities and upskill the local population to access employment opportunities through the delivery of schools which will tackle poverty and wealth creation, by creating more opportunities for all within the Old Kent Road Opportunity Area.
IIO 2	To improve the education and skill of the population	✓✓	✓✓	?	✓✓	✓✓	The plan objectives for youth set out the aim to provide improved access to social and physical infrastructure including cultural activities, parks and open spaces. This aims to provide opportunities for young people to be involved in their community and recreation. This will have long term benefits for education and skill of the population as it aims to engage with youth throughout their adolescence to ensure local residents receive maximum benefit from improved quality of opportunity to training, education and cultural attractions.
			✓✓	?	✓✓	✓✓	The plan objectives for community and schools ensures that the whole community can benefit from the delivery of educational facilities and can benefit from the facilities. The delivery of these uses is phased and therefore has medium and long term benefits.
IIO 3	To improve the health of the population	✓✓	✓✓	?	✓	✓✓	The plan objectives will cumulatively deliver community facilities that will support the local population in regards to health, housing, employment and education, as well as recreation and leading healthier active lives as local residents will benefit from sports facilities, improved access to green and open space and improved walking and cycling routes. This cumulatively will have a beneficial impact on local residents physical and mental health and wellbeing long term because the delivery of these interventions is phased.
IIO 4	To reduce the incidence of crime and the fear of crime	-	-	-	-	-	This policy does not explicitly address the issue of waste but it does not negatively impact on it.
IIO 5	To promote social inclusion, equality, diversity and community cohesion	✓✓	✓✓	?	✓	✓✓	The plan objectives cumulatively will deliver equality of opportunity for all because the OKR AAP aims to deliver improved housing, employment, green and open space and community facilities for all. It aims to ensure that design is sensitive to existing character, and that new development is accessible and has good connectivity with existing development to ensure greater cohesion.
IIO 6	To reduce contributions to climate change	✓✓	✓✓	?	✓	✓	Plan Objectives for Energy and Climate Change set out aim to achieve carbon neutrality in the Old Kent Road by 2030. This includes creating low carbon jobs and businesses and supporting existing individuals to move towards zero carbon.

IIO 7	To improve the air quality	✓✓	✓✓	?	✓	✓✓	Plan Objectives for Cleaner, Greener, Safer set out objectives to improve air quality around the Old Kent Road and tackle associated inequality. This will have medium- and long-term benefits because it will create behavioural change for local people to use more public transport, and reduce combustion. Increased urban greening will also have long term benefits by creating cleaner air.
IIO 8	To avoid waste and maximise, reuse or recycle waste arising as a resource	-	-	-	-	-	This policy does not explicitly address the issue of waste but it does not negatively impact on it.
IIO 9	To encourage sustainable use of water resources	-	-	-	-	-	This policy does not explicitly address the issue of water resources but it does not negatively impact on it.
IIO 10	To maintain and enhance the quality of land and soils	-	-	-	-	-	This policy does not explicitly address the issue of land and soils but it does not negatively impact on it.
IIO 11	To protect and enhance quality of landscape and townscape	✓✓	✓✓	?	✓	✓✓	Plan objectives for culture and heritage set out that the identity of the Old Kent Road should be strengthened and integrated and that historic value and character should be integrated into design. This will ensure that the quality of landscape and townscape is protected and enhanced medium and long term as new development will protect and enhance existing assets and character.
IIO 12	To conserve and enhance the historic environment and cultural assets	✓✓	✓✓	?	✓	✓✓	Plan objectives for Culture and Heritage aims to conserve and enhance the historic environment and cultural assets by protecting and enhancing listed and non-listed heritage assets and buildings and spaces of townscape value. It aims to preserve and enhance the industrial character of the Old Kent Road and find new uses for existing buildings.
IIO 13	To protect and enhance open spaces, green corridors and biodiversity	✓✓	✓✓	?	✓	✓✓	Plan objectives for Healthy Active lives set out objectives to ensure residents lead more healthy and active lives which is delivered by the improvement of new and existing open and green spaces and by improving the environmental quality through urban greening incentivising more active recreation and travel.
			✓✓	?	✓	✓✓	Plan objectives for cleaner, greener, safer will address the biodiversity crisis by promoting planting, food growing and greening which will improve the local green and open spaces and provide secondary benefits like improved air quality and incentivise walking and cycling as the pedestrian experience is improved.
IIO 14	To reduce vulnerability to flooding			-	-	-	This policy does not explicitly address the issue of flooding but it does not negatively impact on it.
IIO 15	To provide everyone with the opportunity to live in a decent home	✓✓	✓✓	✓✓	✓✓	✓✓	The plan objectives for New Homes sets out that a range sizes and tenures of homes should be delivered to meet local housing need. The delivery of homes is phased and will therefore have short, medium- and long-term benefits.
IIO 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.
			✓✓	?	✓	✓✓	Plan Objectives for Movement set out that OKR will be a Healthy Street with safe walking and cycling routes that will minimise the need to travel by car for all as sustainable travel modes will be more accessible for local residents.
IIO 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.
			✓✓	✓✓	✓✓	✓✓	Plan Objectives for Energy and Climate Change set out aim to provide infrastructure and work with infrastructure providers of transport, energy and other utilities to enable reduction in carbon.

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Appendix 6: Assessment of policies AAP1-AAP14

The following tables set out the impacts identified through IIA of AAP1 to AAP14 5, on the sustainability implications. The 14 development management policies set out in the plan are appraised against 17 sustainability objectives, encompassing economic, social and environmental aspects. Each objective is measured on a scoring scale (Key 1), with each grade assigned a numeric value, symbol and colour. Alongside the scoring, a detailed commentary on the policy is provided.

Key 1: Individual scoring against each objective

Symbol and colour	Scoring Value (%)	Score	Description
✓✓	100	Major or direct positive	The proposed option/policy contributes significantly to the achievement of the objective.
✓	50	Minor or indirect positive	The proposed option/policy contributes to the achievement of the objective but not significantly or indirectly.
-	0	Neutral	The proposed option/policy does not have any effect on the achievement of the objective or there is no clear relationship between the proposed option/policy and the achievement of the objective or the relationship is negligible.
x	-50	Minor or indirect negative	The proposed option/policy detracts from the achievement of the objective but not significantly.
xx	-100	Major or direct negative	The proposed option/policy detracts significantly from the achievement of the objective.
?	N/A	Uncertain	The proposed option/policy has an uncertain relationship to the objective or the relationship is dependent on the way in which the aspect is managed. In addition, insufficient information may be available to enable an appraisal to be made.

At the bottom of the table, there is an averaged scoring of the 17 objectives to indicate each strategic policy's and development management policy's overall efficacy in meeting the sustainability objectives. The colour bar below (key 2) divides the overall scoring into three categories from positive, neutral to negative.

Key 2: Averaged IIA objectives scoring for each policy

Negative	Neutral	Positive
< 10 %	10 - 49%	50 - 100%

Summary of the sustainability appraisal for each policy:

Detailed integrated Impact Assessment for:

Development Management policies – AAP1-AAP14

Including:

- AAP1 – Delivery of the Masterplan
- AAP2 – Bakerloo Line Extension and Infrastructure
- AAP3 – Climate Emergency
- AAP4 – Quality affordable homes
- AAP5 – Businesses and workspace – The Bow Tie
- AAP6 – Town centres, leisure and entertainment
- AAP7 – Movement – People, Place and Experience (Public Sector and Surface Transport)
- AAP8 – Tall Buildings Strategy: The Stations and the Crossings
- AAP9 – Character and Heritage
- AAP10 – Design
- AAP11 – Parks and Healthy Streets – The Greener Belt
- AAP12 – Cleaner, greener, safer
- AAP13 – Best Start in Life
- AAP14 – Child and Youth Provision

IIAO	Description	AAP1	AAP2	AAP3	AAP4	AAP5	AAP6	AAP7	AAP8	AAP9	AAP10	AAP11	AAP12	AAP13	AAP14
IIAO 1	To tackle poverty and encourage wealth creation	✓✓	✓	-	✓✓	✓✓	✓✓	✓	-	-	-	-	-	✓✓	✓✓
IIAO 2	To improve the education and skill of the population	✓✓	-	-	-	✓✓	✓✓	-	-	-	-	-	-	✓✓	✓✓
IIAO 3	To improve the health of the population	✓✓	✓	✓✓	✓✓	✓	✓	✓✓	-	-	✓✓	✓✓	✓✓	✓✓	✓✓
IIAO 4	To reduce the incidence of crime and the fear of crime	✓✓	-	-	-	-	-	-	-	-	✓✓	-	-	✓✓	✓✓
IIAO 5	To promote social inclusion, equality, diversity and community cohesion	✓✓	✓	-	✓✓	✓✓	- ✓✓	✓✓	-	✓	✓✓	✓✓	✓✓	✓✓	✓✓
IIAO 6	To reduce contributions to climate change	✓✓	✓	✓✓	✓	✓	✓	✓✓	✓	✓	✓✓	✓	✓✓	✓	✓
IIAO 7	To improve the air quality	✓✓	✓	✓✓	-	-	-	✓✓	-	-	-	-	✓✓	-	-
IIAO 8	To avoid waste and maximise, reuse or recycle waste arising as a resource	✓✓	-	✓✓	-	-	-	-	-	-	-	-	✓	-	-
IIAO 9	To encourage sustainable use of water resources	✓	-	✓✓	-	-	-	-	-	-	-	-	✓✓	-	-
IIAO 10	To maintain and enhance the quality of land and soils	✓	-	✓✓	-	-	-	-	-	-	-	-	✓✓	-	-
IIAO 11	To protect and enhance quality of landscape and townscape	✓	-	-	✓	✓✓	✓✓	-	✓✓	✓✓	✓✓	-	-	-	-
IIAO 12	To conserve and enhance the historic environment and cultural assets	✓	-	-	✓	✓	✓	-	✓✓	✓✓	✓✓	-	-	-	-

IIOA 13	To protect and enhance open spaces, green corridors and biodiversity	✓	-	✓✓	-	-	-	-	-	-	-	✓✓	✓✓	✓	✓
IIOA 14	To reduce vulnerability to flooding	✓	-	✓	-	-	-	-	-	-	-	-	✓✓	-	-
IIOA 15	To provide everyone with the opportunity to live in a decent home	✓	✓	✓	✓✓	-	-	-	-	-	✓✓	-	-	-	-
IIOA 16	To promote sustainable transport and minimise the need to travel by car	✓	✓✓	✓✓	-	-	-	✓✓	-	-	-	✓✓	-	-	-
IIOA 17	To provide the necessary infrastructure to support existing and future development	✓✓	✓✓	✓✓	-	-	✓✓	✓✓	-	-	-	✓✓	-	✓✓	✓✓
Averaged Scoring		76	29	59	32	35	41	38	15	18	41	33	50	41	41

AAP1: Delivery of the Masterplan				
I/A Objective	Description	Averaged Grading	Sub grading	Commentary
I/AO 1	To tackle poverty and encourage wealth creation	✓✓	✓✓	The delivery of the Masterplan will provide opportunities for jobs within construction, offices, retail and community facilities. The increase in the number of local jobs will tackle poverty by decreasing the employment rate and providing a stable income to a greater number of people, and will subsequently encourage wealth creation within the local community.
I/AO 2	To improve the education and skill of the population	✓✓	✓✓	The delivery of the Masterplan will provide new and improved facilities for education and employment that will contribute to improving the skills of the local population.
I/AO 3	To improve the health of the population	✓✓	✓✓	The provision of a new Health facility will increase the capacity of the local health service and address the overcrowding issue, which is one of the key determinants of health.
I/AO 4	To reduce the incidence of crime and the fear of crime	✓✓	✓✓	The retention or provision of active frontages will open up spaces to promote social interaction and the feeling of public safety.
			✓✓	Providing new homes will result in more people in the local area, the increased presence and activity will result in greater natural surveillance within the locality which should reduce incidences and the fear of crime within the area.
I/AO 5	To promote social inclusion, equality, diversity and community cohesion	✓✓	✓✓	The Masterplan will aid in the delivery of New D uses on site could provide entertainment and arts facilities to the community at large which can help to encourage more community interaction.
			✓✓	The Masterplan seeks to improve areas in which people can meet, in formal and informal settings, such as outdoor public spaces, restaurants, cafes, and community halls.
			✓✓	The delivery of more homes, consisting of a mix of different sizes and tenures will bring more people to the area from a range of different backgrounds, this will create more opportunities for greater diversity within the area and encourage more community cohesion.
I/AO 6	To reduce contributions to climate change	✓✓	✓✓	The Masterplan will deliver development that must be in conformity with water management, District Heat Networks, open space and sustainable construction to reduce contributions to climate change.
I/AO 7	To improve the air quality	✓✓	✓✓	The Masterplan sets out that development must be in conformity with policies set out in the OKR AAP, which include policies to reduce combustion and increase urban greening to improve air quality.
I/AO 8	To avoid waste and maximise, reuse or recycle waste arising as a resource	✓✓	✓✓	Substantial demolition and intensification of development will create new waste demands to be managed. NSP policies require adequate management of waste from construction and intensified development in accordance with the waste management hierarchy.
I/AO 9	To encourage sustainable use of water resources	✓	✓	The Masterplan will deliver development that must be in conformity with water management.
I/AO 10	To maintain and enhance the	✓	✓	The Masterplan will ensure that development is consistent with policy that ensures good environmental quality including that of land and soils.

	quality of land and soils			Policies in the emerging NSP which also apply to development in the Old Kent Road will ensure that contamination of soil is mitigated against properly.
IIAO 11	To protect and enhance quality of landscape and townscape	✓	✓	All development will be required to be in keeping with the local townscape.
IIAO 12	To conserve and enhance the historic environment and cultural assets	✓	✓	The Old Kent Road opportunity area has a number of listed buildings and conservation areas and development should conserve the setting and the assets themselves.
IIAO 13	To protect and enhance open spaces, green corridors and biodiversity	✓	✓	The Masterplan will deliver a series of improvements to and new green and open spaces through the delivery of the Greener Belt.
IIAO 14	To reduce vulnerability to flooding	✓	✓	The Masterplan policy will ensure that development is in conformity with policy that states development should follow the drainage hierarchy to reduce vulnerability to flooding.
IIAO 15	To provide everyone with the opportunity to live in a decent home	✓	✓	The Masterplan policy will ensure the delivery of affordable homes in a range of sizes and tenures to meet local needs.
IIAO 16	To promote sustainable transport and minimise the need to travel by car	✓	✓	The Masterplan policy ensures that all development is in conformity with policy set out in the OKRAAP. Policy AAP7 sets out a strategy for a modal shift away from cars to more active modes of travel such as cycling and walking but improving infrastructure and safer routes for pedestrians and cyclists.
IIAO 17	To provide the necessary infrastructure to support existing and future development	✓✓	✓✓	Any development coming forward will be expected to provide the necessary Section 106 contributions and the Community Infrastructure Levy which will deliver the required infrastructure to mitigate impact of the development.

AAP2 – Bakerloo Line Extension and Infrastructure				
IIA Objective	Description	Averaged Grading	Sub grading	Commentary
IIAO 1	To tackle poverty and encourage wealth creation	✓	✓	The Bakerloo Line Extension will unlock further capacity in tow centres for development and therefore provide opportunities for jobs within construction, offices and retail. The increase in the number of local jobs will tackle poverty by decreasing the employment rate and providing a stable income to a greater number of people, and will subsequently encourage wealth creation within the local community.
IIAO 2	To improve the education and skill of the population	-	-	This policy does not explicitly address the issue of education and training but it does not negatively impact on it. The extension of the Bakerloo Line Extension could have secondary effects for local businesses and employers which could enable them to upskills staff.
IIAO 3	To improve the health of the population	✓	✓	The delivery of public transport reduces the dependency of individuals on cars, this reduces combustion and the emission of carbon dioxide and other pollutants which will contribute to improved air quality and therefore impact positively on the health of the local population.
IIAO 4	To reduce the incidence of crime and the fear of crime	-	-	This policy does not explicitly address the issue of crime but it does not negatively impact on it. The provision of more public transport will provide an alternative mode of transit that some may feel safer using.
IIAO 5	To promote social inclusion, equality, diversity and community cohesion	✓	✓	The delivery of the Bakerloo Line Extension improves permeability and connectivity across the Old Kent Road Opportunity Area will combat severance between communities and encourage community interaction.
IIAO 6	To reduce contributions to climate change	✓	✓	The delivery of the Bakerloo Line Extension increases accessibility to public transport, which reduces combustion from individual vehicles and reduce the emission of carbon dioxide which mitigates against the issues of global warming and climate change.
IIAO 7	To improve the air quality	✓	✓	The delivery of the Bakerloo Line Extension increases accessibility to public transport, less reliance on private vehicles which results in less combustion and carbon emitted as well as other pollutants which creates cleaner air improving air quality.
IIAO 8	To avoid waste and maximise, reuse or recycle waste arising as a resource	-	-	This policy does not explicitly address the issue of waste but it does not negatively impact on it.
IIAO 9	To encourage sustainable use of water resources	-	-	This policy does not explicitly address the issue of water resources but it does not negatively impact on it.
IIAO 10	To maintain and enhance the quality of land and soils	-	-	This policy does not explicitly address the issue of soil quality but it does not negatively impact on it.
IIAO 11	To protect and enhance quality of landscape and townscape	-	-	This policy does not explicitly address the issue of landscape and townscape quality but it does not negatively impact on it. Any associated development with the Bakerloo Line Extension will be sensitive to and enhance landscape and townscape quality.
IIAO 12	To conserve and enhance the historic environment and cultural assets	-	-	This policy does not explicitly address the issue of water resources but it does not negatively impact on it.
IIAO 13	To protect and enhance open spaces, green corridors and biodiversity	-	-	This policy does not explicitly address the issue of biodiversity but it does not negatively impact on it.
IIAO 14	To reduce vulnerability to flooding	-	-	This policy does not explicitly address the issue of flooding but it does not negatively impact on it.

IIAO 15	To provide everyone with the opportunity to live in a decent home	✓	✓	The delivery of the Bakerloo Line Extension increases the capacity for the delivery of more homes and more affordable homes in the Old Kent Road Opportunity Area to meet local needs.
IIAO 16	To promote sustainable transport and minimise the need to travel by car	✓	✓	The delivery of the Bakerloo Line Extension improves accessibility to public transport for residents in the Old Kent Road Opportunity Area and beyond by improving connectivity to other parts of the borough. This minimises the need to travel by car.
IIAO 17	To provide the necessary infrastructure to support existing and future development	✓✓	✓✓	The delivery of the Bakerloo Line Extension provides the necessary infrastructure to support the increase in housing and employment in the local area and to provide greater opportunities for local residents.

AAP3 – Climate Emergency				
IIA Objective	Description	Averaged Grading	Sub grading	Commentary
IIAO 1	To tackle poverty and encourage wealth creation	-	-	This policy does not explicitly address the issue of wealth creation but it does not negatively impact on it.
IIAO 2	To improve the education and skill of the population	-	-	This policy does not explicitly address the issue of education and training but it does not negatively impact on it.
IIAO 3	To improve the health of the population	✓✓	✓✓	The reduction of carbon emissions and other pollutants improves air quality and therefore improves respiratory health of local people.
			✓✓	By addressing the Climate Emergency, heating and cooling is improved in the public realm and in homes to minimise the adverse effects of temperature change on the health of vulnerable people.
			✓✓	The provision of promotion of urban greening and new public open spaces will provide opportunities for play and open-air sports facilities, enabling exercise which supports good physical health and mental health as well as facilitate relaxation and socialising is also beneficial for health and wellbeing.
IIAO 4	To reduce the incidence of crime and the fear of crime	-	-	This policy does not explicitly address the issue of fear of crime but it does not negatively impact on it.
IIAO 5	To promote social inclusion, equality, diversity and community cohesion	-	-	This policy does not explicitly address the issue of inclusion but it does not negatively impact on it.
IIAO 6	To reduce contributions to climate change	✓✓	✓✓	New development should connect to the DHN to access a more sustainable source of heat and to reduce carbon emissions from heating. Gas boilers are not permitted in new development unless they are an interim solution before connection to the DHN.
			✓✓	Retrofitting is encouraged to ensure that embodied carbon is accounted for and materials are reused. This aims to achieve higher carbon savings onsite to reduce the emission of carbon in construction and throughout the life and use of the building.
			✓✓	New public spaces will encourage urban greening to adapt to the effects of climate change, reduce the urban heat island effect and increase ecological resilience. Creating a new walkable public realm will reduce car use and therefore CO2 emissions and contributions to climate change. CO2 emissions may suffer as a result of accelerated levels of construction and demolition. NSP policies seek to minimise carbon dioxide emissions from development.
IIAO 7	To improve the air quality	✓✓	✓✓	AAP3 sets out that development must reduce carbon emission onsite through improved and more sustainable design and more sustainable connections to heat. This improved air quality as there are fewer emissions from construction and operation of buildings.
			✓✓	A walkable public realm will reduce car use and therefore CO2 emissions will promote active and sustainable transport modes, improving air quality and mitigating greenhouse gas emissions.
IIAO 8	To avoid waste and maximise, reuse or recycle waste arising as a resource	✓✓	✓✓	Substantial demolition and intensification of development will create new waste demands to be managed. The policy sets out new development should retrofit and reuse older materials for new development in order to avoid waste.
IIAO 9	To encourage sustainable use of water resources	✓✓	✓✓	Water as a resource should be used sustainably as part of the construction process and operation of the building.
IIAO 10	To maintain and enhance the quality of land and soils	✓✓	✓✓	This policy does not explicitly address the issue of landscape and soils. But it does deliver positive impacts for the use and improvement of green and open space and to utilise soils and greening for carbon sequestration.

IIAO 11	To protect and enhance quality of landscape and townscape	-	-	This policy does not explicitly address the issue of landscape and townscape quality but it does not negatively impact on it.
IIAO 12	To conserve and enhance the historic environment and cultural assets	-	-	This policy does not explicitly address the issue of water resources but it does not negatively impact on it.
IIAO 13	To protect and enhance open spaces, green corridors and biodiversity	✓✓	✓✓	New green spaces, parks and green infrastructure provided are a major part of the vision, creating opportunities to improve biodiversity.
IIAO 14	To reduce vulnerability to flooding	✓	✓	AAP3 sets out that development should be sustainable and use resources in a sustainable way which includes water use and reducing vulnerability to flooding.
IIAO 15	To provide everyone with the opportunity to live in a decent home	✓	✓	AAP3 sets out that design should be sustainable and have effective systems of heating and cooling which reduce emissions and costs for occupiers, which improves the quality of the housing stock in the Old Kent Road and therefore access to decent homes for local people.
IIAO 16	To promote sustainable transport and minimise the need to travel by car	✓✓	✓✓	AAP3 sets out that movement should be people centred to address the issue of carbon emissions. This means influencing behavioural change in movement and consumption to allow for locals to use more active travel modes and less private vehicles to reduce combustion and pollution.
IIAO 17	To provide the necessary infrastructure to support existing and future development	✓✓	✓✓	Any development coming forward will be expected to provide the necessary Section 106 contributions and the Community Infrastructure Levy which will deliver the required infrastructure to mitigate impact of the development.

AAP4 – Quality affordable homes				
IIA Objective	Description	Averaged Grading	Sub grading	Commentary
IIAO 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.
IIAO 2	To improve the education and skill of the population	-	-	This policy does not explicitly address the issue of training and education but it does not negatively impact on it.
IIAO 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.
IIAO 4	To reduce the incidence of crime and the fear of crime	-	-	This policy does not explicitly address the issue of crime but it does not negatively impact on it.
IIAO 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.
IIAO 6	To reduce contributions to climate change	-	-	The delivery of homes must meet BREEAM excellent standards and reduce carbon emissions onsite. The delivery of homes in the Old Kent Road is through medium to high densities which is a more sustainable density to reduce carbon emissions further through construction, operation of the building by occupants and the movement of occupants following the 15 minute city theory.
IIAO 7	To improve the air quality	-	-	This policy does not explicitly address the issue of air quality but it does not negatively impact on it.
IIAO 8	To avoid waste and maximise, reuse or recycle waste arising as a resource	-	-	This policy does not explicitly address the issue of waste but it does not negatively impact on it.
IIAO 9	To encourage sustainable use of water resources	-	-	This policy does not explicitly address the issue of water resources but it does not negatively impact on it.

IIAO 10	To maintain and enhance the quality of land and soils	-	-	This policy does not explicitly reference land and soils quality but high-density development would make efficient use of land.
IIAO 11	To protect and enhance quality of landscape and townscape	✓	✓	The provision of decent homes will enhance the quality of landscape and townscape as the new homes will be of good design and sensitive to the character and existing local landscape and townscape.
IIAO 12	To conserve and enhance the historic environment and cultural assets	✓	✓	The provision of decent homes will enhance the quality of landscape and townscape as the new homes will be of good design and sensitive to the existing historic environment and cultural assets.
IIAO 13	To protect and enhance open spaces, green corridors and biodiversity	-	-	This policy does not explicitly address the issue of biodiversity but it does not negatively impact on it.
IIAO 14	To reduce vulnerability to flooding	-	-	This policy does not explicitly address the issue of flooding but it does not negatively impact on it.
IIAO 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.
IIAO 16	To promote sustainable transport and minimise the need to travel by car	-	-	This policy does not explicitly address the issue of sustainable transport but it does not negatively impact on it.
IIAO 17	To provide the necessary infrastructure to support existing and future development	-	-	This policy does not explicitly address the issue of infrastructure delivery but it does not negatively impact on it.

AAP5 – Businesses and workspace – The Bow Tie				
IIA Objective	Description	Averaged Grading	Sub grading	Commentary
IIAO 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.
IIAO 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.
IIAO 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.
IIAO 4	To reduce the incidence of crime and the fear of crime	-	-	This policy does not explicitly address the issue of crime but it does not negatively impact on it.
IIAO 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.
IIAO 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.
IIAO 7	To improve the air quality	-	-	This policy does not explicitly address the issue of air quality but it does not negatively impact on it.
IIAO 8	To avoid waste and maximise, reuse or recycle waste arising as a resource	-	-	This policy does not explicitly address the issue of waste but it does not negatively impact on it.
IIAO 9	To encourage sustainable use of water resources	-	-	This policy does not explicitly address the issue of water resources but it does not negatively impact on it.

IIAO 10	To maintain and enhance the quality of land and soils	-	-	This policy does not explicitly address the issue of land and soils but it does not negatively impact on it. Delivering an innovative mix of land uses would encourage the efficient use of land.
IIAO 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.
IIAO 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.
IIAO 13	To protect and enhance open spaces, green corridors and biodiversity	-	-	This policy does not explicitly address the issue of open spaces but it does not negatively impact on it.
IIAO 14	To reduce vulnerability to flooding	-	-	This policy does not explicitly address the issue of flooding but it does not negatively impact on it.
IIAO 15	To provide everyone with the opportunity to live in a decent home	-	-	This policy does not explicitly address the issue of new homes delivery but it does not negatively impact on it.
IIAO 16	To promote sustainable transport and minimise the need to travel by car	-	-	This policy does not explicitly address the issue of sustainable transport but it does not negatively impact on it. Mixing land uses and providing improved pedestrian routes would encourage walking and discourage car use.
IIAO 17	To provide the necessary infrastructure to support existing and future development	-	-	This policy does not explicitly address the issue of infrastructure delivery but it does not negatively impact on it.

AAP6 – Town centres, leisure and entertainment				
IIA Objective	Description	Averaged Grading	Sub grading	Commentary
IIAO 1	To tackle poverty and encourage wealth creation	✓✓	✓✓	The creation of active ground floor uses and vibrant town centres will create employment opportunities for local people would support local wealth creation and a healthy local economy.
IIAO 2	To improve the education and skill of the population	✓✓	✓✓	The creation of a healthy local economy and diversifying uses creates opportunity for employment and skills and training for local people.
IIAO 3	To improve the health of the population	✓✓	✓✓	By improving accessibility to more vibrant town centres and employment opportunities, it will improve the mental wellbeing of local residents as they are able to experience a better high street experience in a safer way, with more opportunities for social interaction. This reduces social isolation for local residents as well.
IIAO 4	To reduce the incidence of crime and the fear of crime	-	-	This policy does not explicitly address the issue of crime but it does not negatively impact on it.
IIAO 5	To promote social inclusion, equality, diversity and community cohesion	✓✓	✓✓	This policy aims to deliver a mixed-use high street to improve the high street experience by making it feel safer and more inclusive as well as successfully integrating with surrounding development. This promotes community cohesion by attracting people back to the high street to promote encounter and a stronger sense of place. This is achieved through a ground floor strategy for the Old Kent Road to diversify uses and creating smaller local shopping frontages that are quieter too, and more accessible for all residents.
IIAO 6	To reduce contributions to climate change	✓	✓	By altering the format of town centres and attracting pedestrians back to the high street, the high street is transformed 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.
IIAO 7	To improve the air quality	-	-	This policy does not explicitly address the issue of air quality but it does not negatively impact on it.
IIAO 8	To avoid waste and maximise, reuse or recycle waste arising as a resource	-	-	This policy does not explicitly address the issue of waste but it does not negatively impact on it.
IIAO 9	To encourage sustainable use of water resources	-	-	This policy does not explicitly address the issue of water resources but it does not negatively impact on it.
IIAO 10	To maintain and enhance the quality of land and soils	-	-	This policy does not explicitly address the issue of land and soils but it does not negatively impact on it.
IIAO 11	To protect and enhance quality of landscape and townscape	✓✓	✓✓	By creating active ground floor frontages this improves the landscape and townscape of the by making them more vibrant and attractive.

IIAO 12	To conserve and enhance the historic environment and cultural assets	✓	✓	The policy requires that ground floor uses are visible from the street and sets out a preference for shutters not to be used. This enhances the historic environment and cultural assets by improving the appearance of the high street and ensuring it is sensitively designed with these assets in mind.
IIAO 13	To protect and enhance open spaces, green corridors and biodiversity	-	-	This policy does not explicitly address the issue of open spaces but it does not negatively impact on it.
IIAO 14	To reduce vulnerability to flooding	-	-	This policy does not explicitly address the issue of flooding but it does not negatively impact on it.
IIAO 15	To provide everyone with the opportunity to live in a decent home	-	-	This policy does not explicitly address the issue of new homes delivery but it does not negatively impact on it.
IIAO 16	To promote sustainable transport and minimise the need to travel by car	-	-	This policy does not explicitly address the issue of sustainable transport but it does not negatively impact on it.
IIAO 17	To provide the necessary infrastructure to support existing and future development	✓✓	✓✓	This policy aims to deliver social and health infrastructure in town centres to improve accessibility to vital services and infrastructure needed to support existing and future development to meet local need.

AAP7 – Movement – People, Place and Experience (Public Sector and Surface Transport)

IIA Objective	Description	Averaged Grading	Sub grading	Commentary
IIAO 1	To tackle poverty and encourage wealth creation	✓	✓	The movement policy aims to address the issue of poverty by providing opportunities for safer and more active movement and travel for all. By improving walking and cycling routes this improves accessibility to active travel and ensures that all are able to benefit from the opportunities associated with greater mobility.
IIAO 2	To improve the education and skill of the population	-	-	This policy does not explicitly address the issue of education and training but it does not negatively impact on it.
IIAO 3	To improve the health of the population	✓✓	✓✓	The movement policy aims to improve walking and cycling routes to encourage more people to travel more sustainably. This has multiple benefits, for air quality improvements from reduced combustion of carbon dioxide and also promoting more active travel modes to ensure that all local residents are able to lead more healthy and active lifestyles and rely less on private vehicles.
IIAO 4	To reduce the incidence of crime and the fear of crime	-	-	This policy does not explicitly address the issue of crime but it does not negatively impact on it.
IIAO 5	To promote social inclusion, equality, diversity and community cohesion	✓✓	✓✓	By increasing accessibility of walking, cycling and public transport it improves accessibility to amenities, services and community facilities too and enables local residents to engage more in their local communities, as well as encounter people on their more active commutes. This promotes a sense of inclusion and community cohesion as new and existing communities in and around the Old Kent Road are more accessible for all.
IIAO 6	To reduce contributions to climate change	✓✓	✓✓	By ensuring that walking, cycling and public transport are the first choice for movement in the Old Kent Road this will reduce reliance on private vehicles and therefore reduce combustion of carbon dioxide which contributes to climate change.
IIAO 7	To improve the air quality	✓✓	✓✓	By ensuring that walking, cycling and public transport are the first choice for movement in the Old Kent Road this will reduce reliance on private vehicles and therefore reduce combustion of nitrogen dioxide and other pollutants which contribute to poor air quality.
IIAO 8	To avoid waste and maximise, reuse or recycle waste arising as a resource	-	-	This policy does not explicitly address the issue of waste but it does not negatively impact on it
IIAO 9	To encourage sustainable use of water resources	-	-	This policy does not explicitly address the issue of water resources but it does not negatively impact on it
IIAO 10	To maintain and enhance the quality of land and soils	-	-	This policy does not explicitly address the issue of land and soils but it does not negatively impact on it
IIAO 11	To protect and enhance quality of landscape and townscape	-	-	This policy does not explicitly address the issue of townscape but it does not negatively impact on it
IIAO 12	To conserve and enhance the historic environment and cultural assets	-	-	This policy does not explicitly address the issue of heritage assets but it does not negatively impact on it

IIAO 13	To protect and enhance open spaces, green corridors and biodiversity	-	-	This policy does not explicitly address the issue of open spaces but it does not negatively impact on it
IIAO 14	To reduce vulnerability to flooding	-	-	This policy does not explicitly address the issue of flooding but it does not negatively impact on it
IIAO 15	To provide everyone with the opportunity to live in a decent home	-	-	This policy does not explicitly address the issue of homes but it does not negatively impact on it. The provision of sustainable transport does increase the capacity of new homes in the Opportunity Area.
IIAO 16	To promote sustainable transport and minimise the need to travel by car	-✓✓	-✓✓	By ensuring that walking, cycling and public transport are the first choice for movement in the Old Kent Road this will reduce reliance on private vehicles and therefore reduce combustion. This is achieved by delivering the Bakerloo Line Extension to improve access to public transport and deliver safe, segregated cycle and bus lanes as well as quiet walking routes to incentivise sustainable and active travel modes to reduce the reliance on the car.
IIAO 17	To provide the necessary infrastructure to support existing and future development	✓✓	-✓✓	This policy focuses on the delivery of sustainable transport infrastructure which is necessary to support existing and future development, to ensure that local residents can access employment, servicing and recreation easily and safely.

AAP8 – Tall Buildings Strategy: The Stations and the Crossings

IIA Objective	Description	Averaged Grading	Sub grading	Commentary
IIAO 1	To tackle poverty and encourage wealth creation	-	-	This policy does not explicitly address the issue of wealth creation but it does not negatively impact on it
IIAO 2	To improve the education and skill of the population	-	-	This policy does not explicitly address the issue of training and education but it does not negatively impact on it
IIAO 3	To improve the health of the population	-	-	This policy does not explicitly address the issue of health but it does not negatively impact on it
IIAO 4	To reduce the incidence of crime and the fear of crime	-	-	This policy does not explicitly address the issue of crime but it does not negatively impact on it
IIAO 5	To promote social inclusion, equality, diversity and community cohesion	-	-	This policy does not explicitly address the issue of inclusion but it does not negatively impact on it
IIAO 6	To reduce contributions to climate change	✓	✓	Building at higher densities is more sustainable as it allows occupants to live closer to employment, amenities and services and therefore rely less on private vehicles and walk and cycle more. This typology is also an efficient use of land.
IIAO 7	To improve the air quality	-	-	This policy does not explicitly address the issue of air quality but it does not negatively impact on it
IIAO 8	To avoid waste and maximise, reuse or recycle waste arising as a resource	-	-	This policy does not explicitly address the issue of waste but it does not negatively impact on it
IIAO 9	To encourage sustainable use of water resources	-	-	This policy does not explicitly address the issue of water resources but it does not negatively impact on it
IIAO 10	To maintain and enhance the quality of land and soils	-	-	This policy does not explicitly address the issue of land and soils but it does not negatively impact on it
IIAO 11	To protect and enhance quality of landscape and townscape	✓✓	✓✓	Tall Buildings will be built around stations and crossings to reinforce these locations as transport nodes and landmarks. This will distribute tall buildings to reinforce the proposed hierarchy of buildings, places and streets to improve legibility and create well-articulated townscape and skyline. Design of tall buildings must be of exemplary design and make a positive contribution to the local and strategic guidelines and be in compliance with the LVMF.

IIAO 12	To conserve and enhance the historic environment and cultural assets	✓✓	✓✓	By having a strategy for the delivery of tall buildings in the Old Kent Road it ensures that the historic environment and cultural assets are conserved and enhanced. Design of all tall buildings must be excellent and only be located at key junctions and nodes in accordance with the principles set out for where high and mid-tier tall buildings can be located so as to not negatively impact on the historic environment or cultural assets.
IIAO 13	To protect and enhance open spaces, green corridors and biodiversity	-	-	This policy does not explicitly address the issue of open spaces but it does not negatively impact on it
IIAO 14	To reduce vulnerability to flooding	-	-	This policy does not explicitly address the issue of flooding but it does not negatively impact on it
IIAO 15	To provide everyone with the opportunity to live in a decent home	-	-	This policy does not explicitly address the issue of homes but it does not negatively impact on it
IIAO 16	To promote sustainable transport and minimise the need to travel by car	-	-	This policy does not explicitly address the issue of sustainable transport but it does not negatively impact on it
IIAO 17	To provide the necessary infrastructure to support existing and future development	-	-	This policy does not explicitly address the issue of infrastructure delivery but it does not negatively impact on it.

AAP9 – Character and Heritage				
IIA Objective	Description	Averaged Grading	Sub grading	Commentary
IIAO 1	To tackle poverty and encourage wealth creation	-	-	This policy does not explicitly address the issue of wealth creation but it does not negatively impact on it
IIAO 2	To improve the education and skill of the population	-	-	This policy does not explicitly address the issue of education and training but it does not negatively impact on it
IIAO 3	To improve the health of the population	-	-	This policy does not explicitly address the issue of health but it does not negatively impact on it
IIAO 4	To reduce the incidence of crime and the fear of crime	-	-	This policy does not explicitly address the issue of crime but it does not negatively impact on it
IIAO 5	To promote social inclusion, equality, diversity and community cohesion	✓	✓	The character and heritage of the Old Kent Road will be protected and enhanced in such a way to promote inclusion, diversity and community cohesion through ensuring that existing neighbourhoods are conserved to ensure that residents have a secure sense of place and that these new and existing neighbourhoods will be well connected and cohesive with one another.
IIAO 6	To reduce contributions to climate change	✓	✓	The OKR AAP encourages retrofitting to reuse materials and make use of existing embodied carbon in existing buildings, this also plays an important role in conserving and enhancing existing character and heritage.
IIAO 7	To improve the air quality	-	-	This policy does not explicitly address the issue of air quality but it does not negatively impact on it
IIAO 8	To avoid waste and maximise, reuse or recycle waste arising as a resource	-	-	This policy does not explicitly address the issue of waste but it does not negatively impact on it
IIAO 9	To encourage sustainable use of water resources	-	-	This policy does not explicitly address the issue of water resources but it does not negatively impact on it
IIAO 10	To maintain and enhance the quality of land and soils	-	-	This policy does not explicitly address the issue of land and soils but it does not negatively impact on it

IIAO 11	To protect and enhance quality of landscape and townscape	✓✓	✓✓	By conserving and enhancing the existing character and heritage of the Old Kent Road the policy aims to protect and enhance the quality of the landscape and townscape by retaining identified buildings and features of townscape merit and repurposing existing landmarks and designating new conservation areas to protect heritage assets. The policy also aims to conserve the rich local social history which will further enhance the landscape and townscape in the Old Kent Road.
IIAO 12	To conserve and enhance the historic environment and cultural assets	✓✓	✓✓	By conserving and enhancing the industrial character and heritage assets in the Old Kent Road it will conserve and enhance the wider historic environmental and cultural assets. The policy identifies that both listed buildings and buildings and features of townscape merit and buildings of architectural and historic interest should be retained and protected. New development must improve the Old Kent Road's historic fabric in order to enhance the historic environment.
IIAO 13	To protect and enhance open spaces, green corridors and biodiversity	-	-	This policy does not explicitly address the issue of open spaces but it does not negatively impact on it
IIAO 14	To reduce vulnerability to flooding	-	-	This policy does not explicitly address the issue of flooding but it does not negatively impact on it
IIAO 15	To provide everyone with the opportunity to live in a decent home	✓✓	✓✓	Conserving existing character and heritage contributes positively to creating a strong sense of place and community cohesion, this creates a decent place to live when delivering new homes.
IIAO 16	To promote sustainable transport and minimise the need to travel by car	-	-	This policy does not explicitly address the issue of sustainable transport but it does not negatively impact on it
IIAO 17	To provide the necessary infrastructure to support existing and future development	-	-	This policy does not explicitly address the issue of infrastructure delivery but it does not negatively impact on it.

AAP10 – Design				
IIA Objective	Description	Averaged Grading	Sub grading	Commentary
IIAO 1	To tackle poverty and encourage wealth creation	-	-	This policy does not explicitly address the issue of wealth creation but it does not negatively impact on it
IIAO 2	To improve the education and skill of the population	-	-	This policy does not explicitly address the issue of education and training but it does not negatively impact on it
IIAO 3	To improve the health of the population	✓✓	✓✓	Design of new development in the Old Kent Road should be designed with proper ventilation and heating and cooling to regulate temperature and ensure access to green space and amenity is delivered to ensure that residents have opportunities to exercise and socialise in outdoor spaces to benefit their physical and mental wellbeing.
IIAO 4	To reduce the incidence of crime and the fear of crime	✓✓	✓✓	Design of new development should be adhere to secure by design principles with security measures proportionate to their use and function. This will reduce the incidence and fear of crime.
IIAO 5	To promote social inclusion, equality, diversity and community cohesion	✓✓	✓✓	Design of new development should be inclusive and achieve an exemplary standard of residential design to ensure it is accessible and inclusive for all. This applies to residential and public buildings to ensure inclusion and equality of opportunity for all in accessing housing, and amenities. Community cohesion is delivered through ensuring the design of schemes will foster a positive relationship with existing development and communities.
IIAO 6	To reduce contributions to climate change	✓✓	✓✓	Design of new development should be of sustainable design and reuse materials. This is achieved by ensuring all development meets the net zero carbon target, uses high performing building fabric, connects to SELCHP and makes efficient use of materials.
IIAO 7	To improve the air quality	-	-	This policy does not explicitly address the issue of air quality but it does not negatively impact on it.
IIAO 8	To avoid waste and maximise, reuse or recycle waste arising as a resource	-	-	This policy does not explicitly address the issue of waste but it does not negatively impact on it.
IIAO 9	To encourage sustainable use of water resources	-	-	This policy does not explicitly address the issue of water resources but it does not negatively impact on it.
IIAO 10	To maintain and enhance the quality of land and soils	-	-	This policy does not explicitly address the issue of land and soils but it does not negatively impact on it.
IIAO 11	To protect and enhance quality of landscape and townscape	✓✓	✓✓	New development will respond to the emerging and existing character and context of the area. For each sub area further guidance is set out to further ensure that the quality of landscape and townscape are high.

IIAO 12	To conserve and enhance the historic environment and cultural assets	✓✓	✓✓	Design of new development should incorporate and safeguard buildings and features of arhcie3tcural and historic interest. The retention of traditional design features and materials is set out in the sub areas to ensure consistency of design and style which will conserve and enhance the historic environment and cultural assets.
IIAO 13	To protect and enhance open spaces, green corridors and biodiversity	-	-	This policy does not explicitly address the issue of open space but it does not negatively impact on it.
IIAO 14	To reduce vulnerability to flooding	-	-	This policy does not explicitly address the issue of flooding but it does not negatively impact on it.
IIAO 15	To provide everyone with the opportunity to live in a decent home	✓✓	✓✓	All homes should be designed to an exemplary standard of residential design to ensure that everyone lives in a good quality home.
IIAO 16	To promote sustainable transport and minimise the need to travel by car	-	-	This policy does not explicitly address the issue of sustainable transport but it does not negatively impact on it
IIAO 17	To provide the necessary infrastructure to support existing and future development	-	-	This policy does not explicitly address the issue of infrastructure delivery but it does not negatively impact on it.

AAP11 – Parks and Healthy Streets – The Greener Belt

IIA Objective	Description	Averaged Grading	Sub grading	Commentary
IIAO 1	To tackle poverty and encourage wealth creation	-	-	This policy does not explicitly address the issue of wealth creation but it does not negatively impact on it
IIAO 2	To improve the education and skill of the population	-	-	This policy does not explicitly address the issue of skills and training but it does not negatively impact on it.
IIAO 3	To improve the health of the population	✓✓	✓✓	Delivering the health streets 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.
IIAO 4	To reduce the incidence of crime and the fear of crime	-	-	This policy does not explicitly address the issue of crime but it does not negatively impact on it.
IIAO 5	To promote social inclusion, equality, diversity and community cohesion	✓✓	✓✓	Delivering the healthy streets 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.
IIAO 6	To reduce contributions to climate change	✓	✓	The delivery of more green and open spaces encourages local residents to walk and cycle and use more sustainable modes of travel and reduces the need to get into the car for recreation as green space is within walking distance of their homes. This reduces combustion of Carbon dioxide which contributes to climate change.
IIAO 7	To improve the air quality	-	-	This policy does not explicitly address the issue of air quality but it does not negatively impact on it.
IIAO 8	To avoid waste and maximise, reuse or recycle waste arising as a resource	-	-	This policy does not explicitly address the issue of waste but it does not negatively impact on it.
IIAO 9	To encourage sustainable use of water resources	-	-	This policy does not explicitly address the issue of water resources but it does not negatively impact on it.
IIAO 10	To maintain and enhance the quality of land and soils	-	-	This policy does not explicitly address the issue of land and soils but it does not negatively impact on it.

IIAO 11	To protect and enhance quality of landscape and townscape	-	-	This policy does not explicitly address the issue of townscape but it does not negatively impact on it.
IIAO 12	To conserve and enhance the historic environment and cultural assets	-	-	This policy does not explicitly address the issue of heritage assets but it does not negatively impact on it.
IIAO 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. This would address the open space deficiency in the Old Kent Road and therefore enhance the urban environment and biodiversity.
IIAO 14	To reduce vulnerability to flooding	-	-	This policy does not explicitly address the issue of flooding but it does not negatively impact on it
IIAO 15	To provide everyone with the opportunity to live in a decent home	-	-	This policy does not explicitly address the issue of homes but it does not negatively impact on it
IIAO 16	To promote sustainable transport and minimise the need to travel by car	✓✓	✓✓	Delivering the healthy streets would ensure that walking and cycling are safe, convenient and pleasurable activities.
IIAO 17	To provide the necessary infrastructure to support existing and future development	-	-	This policy does not explicitly address the issue of infrastructure delivery but it does not negatively impact on it.

AAP12 – Cleaner, greener, safer				
IIA Objective	Description	Averaged Grading	Sub grading	Commentary
IIAO 1	To tackle poverty and encourage wealth creation	-	-	This policy does not explicitly address the issue of wealth creation but it does not negatively impact on it
IIAO 2	To improve the education and skill of the population	-	-	This policy does not explicitly address the issue of skills and training but it does not negatively impact on it.
IIAO 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.
IIAO 4	To reduce the incidence of crime and the fear of crime	-	-	This policy does not explicitly address the issue of crime but it does not negatively impact on it.
IIAO 5	To promote social inclusion, equality, diversity and community cohesion	✓✓	✓✓	The delivery of improved streets and open spaces through urban greening and improved biodiversity will integrate new development with existing neighbourhoods would encourage community cohesion.
IIAO 6	To reduce contributions to climate change	✓✓	✓✓	This policy aims to help development and the existing built environment adapt to climate change through ensuring that greenfield run off rates do not exceed existing water and sewer capacities.
IIAO 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.
IIAO 8	To avoid waste and maximise, reuse or recycle waste arising as a resource	✓	✓	This policy does not address the issue of waste directly, but has indirect benefits for sustainable use of resources which will reduce waste.
IIAO 9	To encourage sustainable use of water resources	✓✓	✓✓	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. This also ensures that water is used in a sustainable way.
IIAO 10	To maintain and enhance the quality of land and soils	✓✓	✓✓	Urban greening would create areas of enhanced soil quality.

IIAO 11	To protect and enhance quality of landscape and townscape	-	-	This policy does not explicitly address the issue of townscape but it does not negatively impact on it.
IIAO 12	To conserve and enhance the historic environment and cultural assets	-	-	This policy does not explicitly address the issue of heritage assets but it does not negatively impact on it.
IIAO 13	To protect and enhance open spaces, green corridors and biodiversity	✓✓	✓✓	This policy ensures that development delivers urban greening and opportunities for improved biodiversity to address the
IIAO 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.
IIAO 15	To provide everyone with the opportunity to live in a decent home	-	-	This policy does not explicitly address the issue of homes but it does not negatively impact on it
IIAO 16	To promote sustainable transport and minimise the need to travel by car	-	-	This policy does not explicitly address the issue of sustainable transport but it does not negatively impact on it.
IIAO 17	To provide the necessary infrastructure to support existing and future development	✓✓	✓✓	Providing an energy centre and decentralised heat networks, green infrastructure and sustainable urban drainage systems would support development with essential new infrastructure.

AAP13 – Best Start in Life				
IIA Objective	Description	Averaged Grading	Sub grading	Commentary
IIAO 1	To tackle poverty and encourage wealth creation	✓✓	✓✓	New early years childcare places would allow parents to choose to work.
IIAO 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.
IIAO 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.
IIAO 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.
IIAO 5	To promote social inclusion, equality, diversity and community cohesion	✓✓	✓✓	The delivery of improved schools and associated facilities it will promote a greater sense of inclusion as it has wider benefits for the residents of all ages as they will have greater access to services and facilities for sports and recreation too. This also promotes community cohesion as it connects new and existing communities and promotes greater social interaction.

IIAO 6	To reduce contributions to climate change	✓	✓	The delivery of schools closer to the homes of local residents will reduce the need to travel by car by parents and encourage more active travel by children and young people, which would reduce carbon emissions which contribute to climate change.
IIAO 7	To improve the air quality	-	-	This policy does not explicitly address the issue of air quality but it does not negatively impact on it
IIAO 8	To avoid waste and maximise, reuse or recycle waste arising as a resource	-	-	This policy does not explicitly address the issue of waste but it does not negatively impact on it
IIAO 9	To encourage sustainable use of water resources	-	-	This policy does not explicitly address the issue of water resources but it does not negatively impact on it
IIAO 10	To maintain and enhance the quality of land and soils	-	-	This policy does not explicitly address the issue of land and soils but it does not negatively impact on it
IIAO 11	To protect and enhance quality of landscape and townscape	-	-	This policy does not explicitly address the issue of townscape but it does not negatively impact on it.
IIAO 12	To conserve and enhance the historic environment and cultural assets	-	-	This policy does not explicitly address the issue of heritage assets but it does not negatively impact on it
IIAO 13	To protect and enhance open spaces, green corridors and biodiversity	✓	✓	The improvement of child and youth play space would enhance existing parks.
IIAO 14	To reduce vulnerability to flooding	-	-	This policy does not explicitly address the issue of flooding but it does not negatively impact on it
IIAO 15	To provide everyone with the opportunity to live in a decent home	-	-	This policy does not explicitly address the issue of homes but it does not negatively impact on it

IIAO 16	To promote sustainable transport and minimise the need to travel by car	-	-	This policy does not explicitly address the issue of sustainable transport but it does not negatively impact on it.
IIAO 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.

AAP14 – Child and Youth Provision

IIA Objective	Description	Averaged Grading	Sub grading	Commentary
IIAO 1	To tackle poverty and encourage wealth creation	✓✓	✓✓	The provision of child and youth facilities and services will enable parents to work and the creation of these services themselves will deliver employment opportunities for local people.
IIAO 2	To improve the education and skill of the population	✓✓	✓✓	Development must contribute to mentorship schemes and encourage children and young people to get involved in community groups and projects to further develop their personal skills.
IIAO 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.
IIAO 4	To reduce the incidence of crime and the fear of crime	✓✓	✓✓	Designing child and youth services for safeguarding and protecting privacy of neighbours would prevent opportunities for crime.
IIAO 5	To promote social inclusion, equality, diversity and community cohesion	✓✓	✓✓	The delivery of child and youth services for a range of ages will promote social inclusion and meet the needs of local young people to ensure that they are able to move around the area safely and access recreation, sports and education facilities. This also promotes equality of opportunity for all.
IIAO 6	To reduce contributions to climate change	✓	✓	The delivery of child and youth services closer to the homes of local residents will reduce the need to travel by car by parents and encourage more active travel by children and young people, which would reduce carbon emissions which contribute to climate change.

IIAO 7	To improve the air quality	-	-	This policy does not explicitly address the issue of air quality but it does not negatively impact on it
IIAO 8	To avoid waste and maximise, reuse or recycle waste arising as a resource	-	-	This policy does not explicitly address the issue of waste but it does not negatively impact on it
IIAO 9	To encourage sustainable use of water resources	-	-	This policy does not explicitly address the issue of water resources but it does not negatively impact on it
IIAO 10	To maintain and enhance the quality of land and soils	-	-	This policy does not explicitly address the issue of land and soils but it does not negatively impact on it
IIAO 11	To protect and enhance quality of landscape and townscape	-	-	This policy does not explicitly address the issue of townscape but it does not negatively impact on it
IIAO 12	To conserve and enhance the historic environment and cultural assets	-	-	This policy does not explicitly address the issue of heritage assets but it does not negatively impact on it
IIAO 13	To protect and enhance open spaces, green corridors and biodiversity	✓	✓	The delivery of play facilities will enhance open spaces.
IIAO 14	To reduce vulnerability to flooding	-	-	This policy does not explicitly address the issue of flooding but it does not negatively impact on it
IIAO 15	To provide everyone with the opportunity to live in a decent home	-	-	This policy does not explicitly address the issue of homes but it does not negatively impact on it
IIAO 16	To promote sustainable transport and minimise the need to travel by car	-	-	This policy does not explicitly address the issue of sustainable transport but it does not negatively impact on it
IIAO 17	To provide the necessary infrastructure to support existing and future development	✓✓	✓✓	The delivery of social infrastructure is necessary to support existing and future development to ensure that there are enough facilities to support the development of young people.

DRAFT OLD KENT ROAD AAP/OAPF Integrated Impact Assessment Appendices

December 2020

No.	Title
Appendix 1	Strategic Directive Requirement
Appendix 2	Relevant Plans, Programmes and Strategies
Appendix 3	Baseline data – Facts and Figures
Appendix 4	Sustainability Appraisal Framework
Appendix 5	Assessment of the Strategy and Vision
Appendix 6	Assessment of the Development Management Policies
Appendix 7	Assessment of the Sub Areas and Site Allocations
Appendix 8	Monitoring indicators against sustainability objectives
Appendix 9	Baseline Indicators Table
Appendix 10	Options Testing
Appendix 11	Scoping Report Consultation Summary and link to OKR AAP Scoping Report
Appendix 12	Reasonable alternatives considered
Appendix 13	Mental Well-being Impact Assessment Screening
Appendix 14	OKR AAP References

Appendix 7: Assessment of AAP15 – Sub Areas 1 – 5 and 18 site allocations

The following tables set out the impacts identified through IIA of AAP15, consisting of Sub Areas 1 to 5 and the 18 site allocations, on the sustainability implications. Of the total 5 sub areas set out in the plan, each area's vision and their respective site allocations is appraised against 17 sustainability objectives, encompassing economic, social and environmental aspects. Each objective is measured on a scoring scale (Key 1), with each grade assigned a numeric value, symbol and colour. Alongside the scoring, a detailed commentary on the policy is provided.

Key 1: Individual scoring against each objective

Symbol and colour	Scoring Value (%)	Score	Description
✓✓	100	Major or direct positive	The proposed option/policy contributes significantly to the achievement of the objective.
✓	50	Minor or indirect positive	The proposed option/policy contributes to the achievement of the objective but not significantly or indirectly.
-	0	Neutral	The proposed option/policy does not have any effect on the achievement of the objective or there is no clear relationship between the proposed option/policy and the achievement of the objective or the relationship is negligible.
x	-50	Minor or indirect negative	The proposed option/policy detracts from the achievement of the objective but not significantly.
xx	-100	Major or direct negative	The proposed option/policy detracts significantly from the achievement of the objective.
?	N/A	Uncertain	The proposed option/policy has an uncertain relationship to the objective or the relationship is dependent on the way in which the aspect is managed. In addition, insufficient information may be available to enable an appraisal to be made.

At the bottom of the table, there is an averaged scoring of the 17 objectives to indicate each strategic policy's and development management policy's overall efficacy in meeting the sustainability objectives. The colour bar below (key 2) divides the overall scoring into three categories from positive, neutral to negative.

Key 2: Averaged IIA objectives scoring for each policy

Negative	Neutral	Positive
< 10 %	10 - 49%	50 - 100%

Summary of the sustainability assessment for each sub area:

IIAO	Description	Sub Area 1				Sub Area 2				Sub Area 3				Sub Area 4				Sub Area 5 – Option 1				Sub Area 5 – Option 2			
		Area wide	S	M	L	Area wide	Area wide	S	M	L	S	M	L	Area wide	S	M	L	Area wide	S	M	L	Area wide	S	M	L
IIAO 1	To tackle poverty and encourage wealth creation	✓✓	✓	✓✓	✓✓	✓✓	✓	✓✓	✓✓	✓✓	✓	✓✓	✓✓	✓✓	✓	✓✓	✓✓	✓✓	✓	✓✓	✓✓	✓✓	✓	✓✓	✓✓
IIAO 2	To improve the education and skill of the population	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓
IIAO 3	To improve the health of the population	✓✓	✓	✓✓	✓✓	✓✓	✓	✓✓	✓✓	✓✓	✓	✓✓	✓✓	✓✓	✓	✓✓	✓✓	✓	✓	✓	✓	✓	✓	✓	✓
IIAO 4	To reduce the incidence of crime and the fear of crime	✓	-	✓	✓	✓	-	✓	✓	✓	-	✓	✓	✓	-	✓	✓	✓	-	✓	✓	✓	-	✓	✓
IIAO 5	To promote social inclusion, equality, diversity and community cohesion	✓✓	-	✓✓	✓✓	✓✓	-	✓✓	✓✓	✓✓	-	✓✓	✓✓	✓✓	-	✓✓	✓✓	✓	✓	✓	✓	✓	✓	✓	✓
IIAO 6	To reduce contributions to climate change	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓
IIAO 7	To improve the air quality	✓✓	-	✓✓	✓✓	✓✓	-	✓✓	✓✓	✓✓	-	✓✓	✓✓	✓✓	-	✓✓	✓✓	✓✓	-	✓✓	✓✓	✓✓	-	✓✓	✓✓
IIAO 8	To avoid waste and maximise, reuse or recycle waste arising as a resource	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
IIAO 9	To encourage sustainable use of water resources	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
IIAO 10	To maintain and enhance the quality of land and soils	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
IIAO 11	To protect and enhance quality of landscape and townscape	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
IIAO 12	To conserve and enhance the historic environment and cultural assets	✓	-	✓	✓	✓	-	✓	✓	✓	-	✓	✓	✓	-	✓	✓	✓	-	✓	✓	✓	-	✓	✓
IIAO 13	To protect and enhance open spaces, green corridors and biodiversity	✓	-	✓	✓	✓	-	✓	✓	✓	-	✓	✓	✓	-	✓	✓	✓	-	✓	✓	✓	-	✓	✓
IIAO 14	To reduce vulnerability to flooding	✓	-	✓	✓	✓	-	✓	✓	✓	-	✓	✓	✓	-	✓	✓	✓	-	✓	✓	✓	-	✓	✓
IIAO 15	To provide everyone with the opportunity to live in a decent home	✓✓	-	✓✓	✓✓	✓✓	-	✓✓	✓✓	✓✓	-	✓✓	✓✓	✓✓	-	✓✓	✓✓	-	-	-	-	-	-	-	-
IIAO 16	To promote sustainable transport and minimise the need to travel by car	✓✓	-	✓✓	✓✓	✓✓	-	✓✓	✓✓	✓✓	-	✓✓	✓✓	✓✓	-	✓✓	✓✓	✓✓	-	✓✓	✓✓	✓✓	-	✓✓	✓✓
IIAO 17	To provide the necessary infrastructure to support existing and future development	✓✓	✓	✓✓	✓✓	✓✓	✓	✓✓	✓✓	✓✓	✓	✓✓	✓✓	✓✓	✓	✓✓	✓✓	✓✓	✓	✓✓	✓✓	✓✓	✓	✓✓	✓✓
Averaged Scoring		76%	26%	76%	76%	79%	32%	79%	79%	79%	32%	79%	79%	79%	32%	79%	79%	65%	35%	65%	65%	65%	35%	65%	65%

Detailed integrated Impact Assessment for:

Sub Area 1: Mandela Way, Crimscott Street and Old Kent Road (North)

Including:

- OKR 1 – Bricklayers Arms Roundabout
- OKR 2 – Land bounded by Glengall Road, Latona Road and Old Kent Road
- OKR 3 – Mandela Way
- OKR 4 – Dunton Road (Tesco Store and Car Park) and Southernwood Retail Park
- OKR 5 – Salisbury Estate Garages
- OKR 6 – 96 – 120 Old Kent Road (Lidl Store)
- OKR 7 – Former Petrol Filling Station, 233 – 247 Old Kent Road
- OKR 8 – Kinglake Street Garages
- OKR 9 – 4/12 Albany Road

IIAO	Sub Area 1				OKR1/ NSP53	OKR2/ NSP54	OKR3/ NSP55	OKR4/ NSP56	OKR5/ NSP57	OKR6/ NSP58	OKR7/ NSP59	OKR8/ NSP60	OKR9/ NSP61
	Area wide	S	M	L									
IIAO 1	✓✓	✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓
IIAO 2	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓
IIAO 3	✓✓	✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓
IIAO 4	✓	-	✓	✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓
IIAO 5	✓✓	-	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓
IIAO 6	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓
IIAO 7	✓✓	-	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓	✓✓	✓✓
IIAO 8	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
IIAO 9	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓✓
IIAO 10	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
IIAO 11	✓	✓	✓	✓	✓✓	✓	✓	✓	✓✓	✓	✓	✓	✓
IIAO 12	✓	-	✓	✓	✓✓	✓	✓	✓	✓	✓	✓	✓	✓
IIAO 13	✓	-	✓	✓	✓	✓	✓✓	✓✓	✓✓	✓	✓✓	✓✓	✓
IIAO 14	✓	-	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
IIAO 15	✓✓	-	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓
IIAO 16	✓✓	-	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓	✓✓	✓✓	✓
IIAO 17	✓✓	✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓
Avg.	76%	26%	76%	76%	85%	79%	82%	82%	85%	76%	79%	82%	76%

Sub Area 1: Mandela Way, Crimscott Street and Old Kent Road (North)

Sub Area 1: Mandela Way, Crimscott Street and Old Kent Road (North)						
IIA Objective	Description	Area-wide	Timescale			Commentary
			Short term	Medium term	Long term	
IIAO 1	To tackle poverty and encourage wealth creation	✓✓	✓	✓✓	✓✓	The area-wide redevelopment will revitalise the neighbourhood with an improved living environment that will encourage inward investment and boost local economy such as retail uses serving the local community. For example, OKR2 (Crimscott Street and Pages Walk), current home to existing 170 jobs and 16 businesses, will be redeveloped in a mixed-use scheme which sees 760 new homes and 2,301 new jobs.
		✓✓	✓	✓✓	✓✓	The growing population under the intensification and revitalisation of the existing industrial and residential area will produce economic synergy by creating new job opportunities for local residents and providing enterprise opportunities in the business area.
		✓✓	✓	✓✓	✓✓	Aligning with the policies in the plan, at least 10% affordable workspace at discount market rents will be provided over 30 years by new development of over 500 sqm GIA (gross) of employment floorspace. This is part of the bow tie employment strategy, which works to prioritise industrial, distribution, warehousing and creative makerspaces in the area and ensure the residents are trained and ready to access the new job opportunities.
	Average Scoring	✓✓	✓	✓✓	✓✓	
IIAO 2	To improve the education and skill of the population	✓✓	✓	✓	✓✓	The sub area 1 will see a new primary school as part of the site allocation requirement for OKR 3 alongside the expansion of existing primary schools to provide high quality education opportunities for the new generations in the area.
		✓✓	✓✓	✓✓	✓✓	Aligning with the policies in the plan, major developments in the sub area will be required to provide specific programmes for mentorship, training or jobs for young people. As such, it will support the young generations to build up skills for employability and benefit from social regeneration.
		✓✓	✓✓	✓✓	✓✓	Aligning with the policies in the plan, many new jobs and training opportunities will be generated in the sub area as the provision is required for planning applications during the construction phase and in completed developments.
	Average Scoring	✓✓	✓✓	✓✓	✓✓	
IIAO 3	To improve the health of the population	✓✓	✓	✓✓	✓✓	The area vision looks to deliver excellent design that expresses timeless quality and variety within buildings and public spaces in between, contributing to the sense of different districts and to the health and well-being of communities across the development area.

		✓✓	✓	✓✓	✓✓	The sub area aims to connect communities by requiring development to improve the environment for people walking and cycling, strengthening the network of parks and improve the links between parks, the new tube station and other local facilities such as Walworth Academy, primary schools and shops on the Old Kent Road. The positive environment will help to encourage behavioural changes for active travel and social interaction and as a result reduce health inequalities.
	Average Scoring	✓✓	✓	✓✓	✓✓	
IIAO 4	To reduce the incidence of crime and the fear of crime	✓	-	✓	✓	Improved permeability through the delivery of excellent design, in accordance with the 'design out crime principles', will encourage street level activities, which in turn provide natural surveillance to reduce the perception of crime and incidence of crime.
IIAO 5	To promote social inclusion, equality, diversity and community cohesion	✓✓	-	✓✓	✓✓	Aligning with the policies in the plan, it will deliver mixed communities on different income levels and social backgrounds with the tenure-blind approach and at least 35% affordable housing with preference to social rented housing.
		✓✓	-	✓✓	✓✓	Recognising the potential of regeneration with new residents whilst protecting existing communities, the redevelopment will offer a range of housing tenures and sizes, phased over a number of years, to attract and facilitate existing residents to stay and benefit from the improved connections, facilities and communities.
		✓✓	-	✓✓	✓✓	A wide range of community infrastructure will be provided to serve the area, including schools, re-landscaped Burgess Park, sports facilities, new civic spaces and 231 Old Kent Road to promote social interaction, participation and cohesion among residents on different backgrounds.
		✓✓	✓✓	✓✓	✓✓	To ensure planning works to benefit all from regeneration, a Social Regeneration Charter is drawn up for the area which sets out detailed aims for reducing social, economic and health inequalities and explains how the council will monitor the progress towards achieving a number of promises which the council has made to the community.
		Average Scoring	✓✓	-	✓✓	✓✓
IIAO 6	To reduce contributions to climate change	✓	✓	✓	✓	Carbon offset fund will be collected in the area from development where it is not feasible to achieve zero carbon emission on site. The planning contributions, paid as the shortfall in on site carbon saving, will be spent on offsetting measures to reduce carbon emission in the existing buildings across the area. As a result, this will help to achieve carbon reduction.
		✓✓	✓✓	✓✓	✓✓	Being a net zero carbon Area Action Plan, all new development will achieve net zero carbon by meeting the highest on site performance including the highest environmental building standards and net zero electricity and heating systems, banning gas boilers as the permanent heating solutions. They will also be required to connect to or enable future connection to a district heat network, which provides a supply of low carbon heat to homes, businesses and public buildings. The current district heat network for Old Kent Road is SELCHP.

		✓✓	✓	✓✓	✓✓	It creates an opportunity to take a holistic approach to enhancing environment and networks for cycling and walking through the area-wide master planning to encourage active travel modes as an alternative to the usage of private car, which in turn significantly reduces contributions to climate change.
	Average Scoring	✓✓	✓✓	✓✓	✓✓	
IIAO 7	To improve the air quality	✓✓	-	✓✓	✓✓	In short term, air quality may be negatively impacted due to construction, where mitigation measures will be implemented. In long term, excellent design delivered through new developments within buildings and space in between will provide green infrastructure and encourage active travel modes including walking and cycling, which will in turn reduce the usage and emission of private cars (through phased plans for reducing parking provision and construction and transport management). It The design for green infrastructure will also effectively absorb greenhouse gases and reduce the concentration of air pollutants. It will significantly contribute to improving air quality and health of the communities.
		✓✓	-	✓✓	✓✓	The typologies in the masterplan promote mixed-use development including innovative solutions for mixing industrial development with new homes. Recognising that servicing is considered carefully to enable commercial premises to function without conflict with residential development, the plan sets out consolidation of servicing to enable more efficient movement of vehicles and reduce the pressure on the road network and improve air quality. It aims to maintain good air quality whilst ensuring efficient transport service is in place to support the vibrancy of businesses.
	Average Scoring	✓✓	-	✓✓	✓✓	
IIAO 8	To avoid waste and maximise, reuse or recycle waste arising as a resource	-	-	-	-	Substantial demolition and intensification of development will create new waste demands to be managed. In order to effectively manage waste and reduce waste going to landfill, new development is required to provide adequate management of waste from construction and intensified development in accordance with the waste management hierarchy. For new development in the sub area services will be provided by the Old Kent Road integrated waste management facility including materials recovery and mechanical biological treatment.
		✓✓	✓✓	✓✓	✓✓	The development in the sub area will connect to SELCHP district heat network that turns waste into energy and converts the excess heat to heat that can be used in heating buildings. This is considered to be a renewable source of heat, a process to more sustainably manage waste through combustion, to reduce the amount of waste going to landfill.
	Average Scoring	✓	✓	✓	✓	
IIAO 9	To encourage sustainable use of water resources	✓	✓	✓	✓	It could place additional pressures on the water network but development comes with the potential for water-recycling and sustainable water measures when development is in operation. The masterplan for the sub area and policies for new development in

						the area ensure proper water management is in place, including communal sustainable urban drainage systems (SuDS), to reduce water use, improve water quality, reuse rainwater and contain rainwater discharge.
IIAO 10	To maintain and enhance the quality of land and soils	✓	✓	✓	✓	New development will be redeveloped on brownfield sites, providing opportunities to remediate contaminated land and utilise urban greening through the choice of the appropriate types and design of trees planting. As such, it helps to improve the soil quality with the creation of new green public space.
IIAO 11	To protect and enhance quality of landscape and townscape	✓	✓	✓	✓	A masterplan has been created for the sub area with respect to the history of the area, its existing character and townscape and strategic viewing considerations at a granular level. Informed by the masterplan, requirements for each site allocation within the sub area are carefully designed in terms of design guidance, heritage reservation and building height.
IIAO 12	To conserve and enhance the historic environment and cultural assets	✓	-	✓	✓	The masterplan also takes into consideration for the sub area the history of the area, cultural assets and community heritage at a granular level. It informs both the site allocation requirements and the strategic planning for the whole sub area to enhance the historic environment and cultural assets.
IIAO 13	To protect and enhance open spaces, green corridors and biodiversity	✓	-	✓	✓	As part of Greener Belt Strategy, the sub area provides a strategic planning for new parks, new pedestrian and cycle links providing safe walking routes and green corridors between schools and local community facilities. In addition, development on the site allocations will be required to provide open and green spaces including play facilities and greenery, providing a tranquil environment and comfortable places to sit and socialise or rest.
IIAO 14	To reduce vulnerability to flooding	✓	-	✓	✓	<p>Developing at higher densities could free up more space for landscape enhancements and flood mitigation measures as part of new and improved open spaces and public realm. Meanwhile, the plan requires flood risk to be reduced through implementing onsite sustainable urban drainage measures.</p> <p>Strategic flood risk assessment Level 2 has been prepared to assess the site allocations within the sub area. It provides evidence to ensure the proposed land uses are compatible with the relevant flood zone (i.e. passed the sequential test) and the sites having 'a more vulnerable use' have satisfied the exception test whereby flood risk to people and property will be managed satisfactorily, when allowing necessary development on this site to occur.</p> <p>Moreover, a detailed site-specific SFRA will be required for development on each site allocation to ensure flood risks will be properly mitigated and minimise flood risk to the wider area through measures on site as mentioned above.</p>
IIAO 15	To provide everyone with the opportunity to live in a decent home	✓✓	-	✓✓	✓✓	It delivers homes and a wider urban environment suitable for residents at all stages in their lives, encouraging people to live and work locally. This will include excellent cycling provision, safe secure streets with good building frontages and a choice of homes including a range of different sized homes, generous space standards and provision of specialist housing.

		✓✓	-	✓✓	✓✓	<p>Aiming to deliver regeneration that works for all, the redevelopment will provide a range of housing tenures and sizes to attract both new and existing residents, phased over a number of years to facilitate existing residents to move in to benefit the improved connections, facilities and communities.</p> <p>A Community Review Panel is also set up to help the council better understand the needs of the local community. This panel will comment on plans for development in the area, giving independent advice on planning and discussing important issues including housing, transport, public and green spaces, and the environment</p>
	Average Scoring	✓✓	-	✓✓	✓✓	
IIAO 16	To promote sustainable transport and minimise the need to travel by car	✓✓	-	✓✓	✓✓	<p>In response to the Climate Emergency, the action area takes a people centred approach to movement with a particular focus on reducing the impact of carbon emissions from vehicles. Traffic movements will be reduced with the creation of safe and accessible walking and cycling routes, which become the first choice for moving around the area. New walkable neighbourhoods will benefit from the new parks and spaces in the greener belt, new developments that will be car free and the proximity to the new tube stations of the Bakerloo line extension.</p> <p>The transition to less polluting and low carbon vehicles, such as electric vehicles, will be supported especially for commercial vehicles, which are using the street the most. As such, the sub area will provide the required infrastructure to support the transition to net zero carbon with the reliable source of fuel or electricity for the convenient and security of business operation.</p>
IIAO 17	To provide the necessary infrastructure to support existing and future development	✓✓	✓	✓✓	✓✓	<p>The efficient delivery of quality development in the area will accelerate Community Infrastructure Levy (CIL) payments and other financial contributions toward the cost of Bakerloo Line Extension. This is planned alongside the thorough phasing plan for new development in the area to ensure the growth and regeneration of the area is well supported by the essential travel infrastructure.</p> <p>In addition, a wide range of infrastructure, serving economic, social and environmental purposes will be delivered to increase the capacity in supporting the existing and new residents and fostering cohesive and well-connected communities.</p>

OKR1: Bricklayers Arms (NSP53)

Site requirements

Redevelopment of the site must:

- Provide new homes; and

Redevelopment of the site should:

- Provide a new high street format with new retail, employment and community uses.

IIA Objective	Description	Averaged Grading	Sub grading	Commentary
IIAO 1	To tackle poverty and encourage wealth creation	✓✓	✓✓	The site will provide opportunities for jobs within construction, offices and retail. The increase in the number of local jobs will tackle poverty by decreasing the employment rate and providing a stable income to a greater number of people, and will subsequently encourage wealth creation within the local community.
IIAO 2	To improve the education and skill of the population	✓✓	✓✓	The site will enable skills to be developed amongst workers employed to undertake the construction of new homes as well as skills developed in the town centre, employment and community establishments that the development will provide.
IIAO 3	To improve the health of the population	✓✓	✓✓	The redevelopment will also bring forward positive impacts in walkability and connectivity with the provision of green pedestrian links, promoting active lifestyle and mental well-being. The redevelopment will also draw on its proximity to open water and green spaces, including Surrey Water and Deal Porters Walk, to promote the access to the open space.
			✓✓	New residential provision on site will help meet the housing needs and address the overcrowding issue, which is a key determinants of health.
IIAO 4	To reduce the incidence of crime and the fear of crime	✓✓	✓✓	Improved permeability and activation of frontages, particularly along the low-line route, will open up spaces to promote social interaction and the feeling of public safety.
			✓✓	Providing new homes will result in more people in the local area, the increased presence and activity will result in greater natural surveillance within the locality which should reduce incidences and the fear of crime within the area.
IIAO 5	To promote social inclusion, equality, diversity and community cohesion	✓✓	✓✓	The proposal will provide new community uses which should help encourage more community interaction with different groups within the local area, providing more awareness of the diverse groups living within the area and encouraging community cohesion.
			✓✓	The delivery of more homes, consisting of a mix of different sizes and tenures will bring more people to the area from a range of different backgrounds, this will create more opportunities for greater diversity within the area and encourage more community cohesion.
IIAO 6	To reduce contributions to climate change	✓✓	✓	Carbon offset fund will be collected in the area from development where it is not feasible to achieve zero carbon emission on site. The planning contributions, paid as the shortfall in on site carbon saving, will be spent on offsetting measures to reduce carbon emission in the existing buildings across the area. As a result, this will help to achieve carbon reduction
			✓✓	Being a net zero carbon Area Action Plan, all new development will achieve net zero carbon by meeting the highest on site performance including the highest environmental building standards and net zero electricity and heating systems, banning gas boilers as the permanent heating solutions. They will also be required to connect to or enable future connection to a district heat network, which provides a supply of low carbon heat to homes, businesses and public buildings. The current district heat network for Old Kent Road is SELCHP.

		✓✓	✓✓	It creates an opportunity to take a holistic approach to enhancing environment and networks for cycling and walking through the area-wide master planning to encourage active travel modes as an alternative to the usage of private car, which in turn significantly reduces contributions to climate change.
IIAO 7	To improve the air quality	✓✓	✓✓	Priority given to walking and cycling in the design requirement of the site will promote active travel modes and reduce the incentive of driving, thus improving air quality. In addition, AAP policies require development to meet air quality neutral standards and improve air quality.
IIAO 8	To avoid waste and maximise, reuse or recycle waste arising as a resource	✓	-	Substantial demolition and intensification of development will create new waste demands to be managed. In order to effectively manage waste and reduce waste going to landfill, new development is required to provide adequate management of waste from construction and intensified development in accordance with the waste management hierarchy. For new development in the sub area services will be provided by the Old Kent Road integrated waste management facility
			✓✓	The development in the sub area will connect to SELCHP district heat network that turns waste into energy and converts the excess heat to heat that can be used in heating buildings. This is considered to be a renewable source of heat, a process to more sustainably manage waste through combustion, to reduce the amount of waste going to landfill.
IIAO 9	To encourage sustainable use of water resources	✓	✓	It could place additional pressures on the water network but development comes with the potential for water-recycling and sustainable water measures when development is in operation. The masterplan for the sub area and policies for new development in the area ensure proper water management is in place, including communal sustainable urban drainage systems (SuDS), to reduce water use, improve water quality, reuse rainwater and contain rainwater discharge.
IIAO 10	To maintain and enhance the quality of land and soils	✓	✓	New development will come forward on brownfield sites, providing opportunities to remediate contaminated land and utilise urban greening through the choice of the appropriate types and design of trees planting. As such, it helps to improve the soil quality with the creation of new green public space.
IIAO 11	To protect and enhance quality of landscape and townscape	✓✓	✓✓	Improving the quality of townscape and landscape creating a new network of streets, improved connectivity and new green spaces is a strong part of this site allocation in requiring the junction to be re-modelled and improved for the purposes of pedestrian experience, convenience and place making. This would have significant public realm and townscape benefits for the local area. This would create opportunities to improve health and wellbeing and security, which could affect groups such as the homeless, women, older people and those with physical disabilities.
				The site seeks to encourage landscaping as part of the development and the provision of new trees which will help in softening the landscape.
IIAO 12	To conserve and enhance the historic environment and cultural assets	✓✓	✓	The site is within proximity of Bermondsey Street and Page's Walk Conservation Areas. The site should improve the settings of Paragon Gardens and Grade II listed Driscoll House. Part of the site lies within the Background Assessment Area of LVMF view 23.1A from the centre of bridge over the Serpentine to the Palace of Westminster. Part of the site lies within the Borough View of St Paul's Cathedral from One Tree Hill. Tier 1 APA designation. The site is located in APA1- North Southwark and Roman Roads. A strategy for archaeological investigation and mitigation is required for this site.
			✓✓	Development will be respectful to the designations of conservation areas, listed buildings, areas of archaeological significance and protected views and designed in a way which seeks to enhance the setting of historical assets where relevant. The allocation and others seek to promote new cultural, leisure and sports facilities through required and suggested community use classes.
IIAO 13	To protect and enhance open spaces, green corridors and biodiversity	✓	✓	The site is in proximity to Paragon Gardens (Borough Open Land). All existing open space near the site area will be retained.
IIAO 14	To reduce vulnerability to flooding	✓	✓	The sequential test confirms that the site (SFRA Level II, Analysis 14) will have a "more vulnerable" use (mixed use including residential, town centre, employment and community uses) in Flood Zone 3 and therefore requires an additional exception test, which would be satisfied by the first criteria that the development proves to provide wider sustainability benefits to the community that outweigh flood risk. The site development will bring sustainability benefits as follows: <ul style="list-style-type: none"> - The site will enable skills to be developed amongst workers employed do undertake the construction of new homes as well as skills developed in the town centre, employment and community establishments the development will provide. - The redevelopment will also bring forward positive impacts on walkability and connectivity with green pedestrian links, promoting active lifestyle and mental well-being. - The policy encourages the delivery of homes to increase housing supply within the borough. In the long-term, through the provision of more homes, including affordable homes, increased supply should improve the affordability of homes. The increased provision of affordable homes is encouraged through AAP4's fast track route for planning applications which trigger the affordable housing requirement. A lot of economic factors can impact upon housing price, which is an indicator of housing affordability. However, supply of more homes across

				<p>London (in line with the draft London Plan housing target) in the long term will encourage the improved affordability of homes in the borough.</p> <ul style="list-style-type: none"> - New residential provision on site will help meet the housing needs and address the overcrowding issue, which is one of the key determinants of health - The proposal will provide new community uses which should help encourage more community interaction with different groups within the local area providing more awareness of the diverse groups living within the area and encouraging community cohesion. - The improved connectivity and walkability within the site and with the wider area promotes active travel modes including walking and cycling, thus reducing the reliance on private vehicles and lowering the use of fossil fuels - Priority in walking and cycling in the design requirement of the site will promote active travel modes and reduce the incentive of driving, thus improving air quality. - The improved connectivity and walkability within the site and with the wider area will promote active travel modes including walking and cycling, which will help reduce the reliance on private vehicles. - The site should accommodate community uses. These could include nurseries, day centres, schools, are galleries, gymnasiums,, cinemas and training centres. These are all important facilities for community and cultural uses within the borough to support existing and future development <p>To meet the second requirement that the development is safe for its lifetime, recommendations are set out in the report including site specific emergency evacuation procedures, flood resilient construction techniques and SuDS. A site-specific FRA is also required for any development proposals to demonstrate that the development will be safe for its lifetime taking account of the vulnerability of its users, without increasing flood risk elsewhere, and, where possible, reducing flood risk overall.</p> <p>No basement dwellings should be permitted in this area. Non- domestic basement thresholds must be raised above the 2100 maximum water level, anticipated through breach of the River Thames defences. Internal access to upper floors must be provided and flood resilient design and construction techniques employed.</p> <p>SuDS selection and design should be in accordance with the sustainable drainage hierarchy and provide sufficient capacity to cater for all events up to the 1 in 100 year storm event, incorporating the latest allowances for climate change. Ground conditions should be confirmed through site investigation and dewatering of excavations and basement waterproofing implemented where required.</p> <p>As such, the exception test is satisfied whereby flood risk to people and property will be managed satisfactorily, when allowing necessary development on this site to occur.</p>
IIAO 15	To provide everyone with the opportunity to live in a decent home		✓✓	The policy will help to increase the amount of affordable tenure homes and the affordability of homes to address the needs of local people and to ensure that everyone has access to high quality housing, regardless of income.
			✓✓	The policy encourages the delivery of homes to increase housing supply within the borough. In the long-term, through the provision of more homes, including affordable homes, increased supply should improve the affordability of homes. The increased provision of affordable homes is encouraged through AAP4's fast track route for planning applications which trigger the affordable housing requirement.
			✓✓	Many economic factors can impact upon housing price, which is an indicator of housing affordability. However, supply of more homes across London (in line with the draft London Plan housing target) in the long term will encourage the improved affordability of homes in the borough.
			✓✓	By identifying development capacity for residential development, housing delivery is supported and accelerated. By increasing certainty around infrastructure requirements, housing growth should be sustained including affordable housing.
			✓✓	The increased delivery of housing and affordable housing should enable people in the borough who may have previously not have had a permanent home to be able to afford a home, and will enable families to remain residing in the same household or area if they choose to do so, which will have positive impacts for health and social cohesion.
IIAO 16	To promote sustainable transport and minimise the need to travel by car	✓✓	✓✓	The improved connectivity and walkability within the site and with the wider area will promote active travel modes including walking and cycling, which will help reduce the reliance on private vehicles.
IIAO 17	To provide the necessary infrastructure to support	✓✓	✓✓	The site should accommodate community uses. These could include nurseries, day centres, schools, are galleries, gymnasiums, cinemas and training centres. These are all important facilities for community and cultural uses within the borough to support existing and future development

	existing and future development		✓✓	<p>The efficient delivery of quality development on the site will accelerate Community Infrastructure Levy (CIL) payments and other financial contributions toward the cost of Bakerloo Line Extension. This is planned alongside the thorough phasing plan for new development on site to ensure the growth and regeneration of the area is well supported by the essential travel infrastructure.</p> <p>In addition, a wide range of infrastructure, serving economic, social and environmental purposes will be delivered to increase the capacity in supporting the existing and new residents and fostering cohesive and well-connected communities.</p>
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OKR2: Crimscott Street and Pages Walk (NSP54)

Site requirements

Redevelopment of the site must:

- Provide new homes; and
- Replace existing employment floorspace and provide a range of employment spaces which are consistent with the building and land use types shown in Figure SA1.3 ; and
- Provide community uses including gallery space/artist’s studios.

Redevelopment of the site may:

- Provide retail.

Relevant planning applications

12/AP/2702 (Built)

Marshall House, 6 Pages Walk. Demolition of existing warehouse building and construction of buildings ranging in height from 4 storeys to 6 storeys, plus basement, to provide 82 residential units with landscaping, refuse/recycling facilities, cycle storage and car parking, access and associated works.

15/AP/2474 (276 homes under construction and 130 homes approved)

Rich Industrial Estate. Demolition of four existing buildings and electricity substation and the development of a phased mixed-use scheme ranging from 3-9 storeys plus basements (maximum height 34.03m AOD) comprising a series of new buildings and retained/refurbished/extended buildings to provide a total of 19,468sqm (GIA) of commercial, retail, art gallery and storage floorspace (Use Classes A1, A2, A3, B1, B8 and D1) and 406 residential units (Use Class C3) plus associated highway and public realm works, landscaping, car and cycle parking, infrastructure works and associated works.

17/AP/3170 (Under construction)

18-19 Crimscott Street. Redevelopment of the site to provide a part 6 / part 9 storey building (plus basement) with 1835sqm GIA of Class B1 office floorspace and 55 residential units (Class C3) and associated car and cycle parking and landscaping.

19/AP/1286 (Approved)

20 Crimscott Street. Two storey extension above existing light industrial building to provide 9 new flats with associated cycle and waste storage.

IIA Objective	Description	Averaged Grading	Sub grading	Commentary
IIAO 1	To tackle poverty and encourage wealth creation	✓✓	✓✓	The site will provide opportunities for jobs within construction, offices and retail. The increase in the number of local jobs will tackle poverty by decreasing the employment rate and providing a stable income to a greater number of people, and will subsequently encourage wealth creation within the local community.
			✓✓	The growing population under the intensification and revitalisation of the existing industrial and residential uses on site will produce economic synergy by creating new job opportunities for local residents and providing enterprise opportunities in the business area.
			✓✓	Aligning with the policies in the plan, at least 10% affordable workspace at discount market rents will be provided over 30 years by new development of over 500 sqm GIA (gross) of employment floorspace. This is part of the bow tie employment strategy, which works to prioritise industrial, distribution, warehousing and creative makerspaces in the area and ensure the residents are trained and ready to access the new job opportunities.
IIAO 2	To improve the education and skill of the population	✓✓	✓✓	A wider provision employment will help the population become more skilled, particularly in commercial uses.
IIAO 3	To improve the health of the population	✓✓	✓✓	More job opportunities will be generated by the increase in employment space, which will help reduce poverty as residents will be more likely to be employed.
			✓✓	New residential provision on site will help meet the housing needs and address the overcrowding issue,

			✓✓	which is a key determinants of health
				The site allocation constitutes part of the masterplan with the view to connecting communities, by requiring development on site to improve the environment for people walking and cycling, strengthening the network of parks and improve the links between parks, the new tube station and other local facilities such as Walworth Academy, primary schools and shops on the Old Kent Road. The positive environment will help to encourage behavioural changes for active travel and social interaction and as a result reduce health inequalities.
IIAO 4	To reduce the incidence of crime and the fear of crime	✓✓	✓✓	Improved permeability and activation of frontages will open up spaces to promote social interaction and the feeling of public safety.
			✓✓	Providing new homes will result in more people in the local area, the increased presence and activity will result in greater natural surveillance within the locality which should reduce incidences and the fear of crime within the area.
IIAO 5	To promote social inclusion, equality, diversity and community cohesion	✓✓	✓✓	Improved permeability across the site will combat severance between communities and encourage community interaction
			✓✓	The delivery of more homes, consisting of a mix of different sizes and tenures will bring more people to the area from a range of different backgrounds, this will create more opportunities for greater diversity within the area and encourage more community cohesion
IIAO 6	To reduce contributions to climate change	✓✓	✓	Carbon offset fund will be collected from the development if it is not feasible to achieve zero carbon emission on site. The planning contributions, paid as the shortfall in on site carbon saving, will be spent on offsetting measures to reduce carbon emission in the existing buildings across the area. As a result, this will help to achieve carbon reduction.
			✓✓	Being a net zero carbon Area Action Plan, the new development will achieve net zero carbon by meeting the highest on site performance including the highest environmental building standards and net zero electricity and heating systems, banning gas boilers as the permanent heating solutions. They will also be required to connect to or enable future connection to a district heat network, which provides a supply of low carbon heat to homes, businesses and public buildings. The current district heat network for Old Kent Road is SELCHP.
			✓✓	It creates an opportunity to take a holistic approach to enhancing environment and networks for cycling and walking through the area-wide master planning to encourage active travel modes as an alternative to the usage of private car, which in turn significantly reduces contributions to climate change.
IIAO 7	To improve the air quality	✓✓	✓✓	In short term, air quality may be negatively impacted due to construction, where mitigation measures will be implemented. In long term, excellent design delivered through new development within buildings and space in between will provide green infrastructure and encourage active travel modes including walking and cycling, which will in turn reduce the usage and emission of private cars (through phased plans for reducing parking provision and construction and transport management). The design for green infrastructure will also effectively absorb greenhouse gases and reduce the concentration of air pollutants. It will significantly contribute to improving air quality and health of the communities.
			✓✓	The typologies in the masterplan promote mixed-use development on site including innovative solutions for mixing industrial development with new homes. Recognising that servicing is considered carefully to enable commercial premises to function without conflict with residential development, the plan sets out consolidation of servicing to enable more efficient movement of vehicles and reduce the pressure on the road network and improve air quality. It aims to maintain good air quality whilst ensuring efficient transport service is in place to support the vibrancy of businesses.
IIAO 8	To avoid waste and maximise, reuse or recycle waste arising as a resource	✓	-	Substantial demolition and intensification of development will create new waste demands to be managed. In order to effectively manage waste and reduce waste going to landfill, new development is required to provide adequate management of waste from construction and intensified development in accordance with the waste management hierarchy. Services for the new development be provided by the Old Kent Road integrated waste management facility including materials recovery and mechanical biological treatment.
			✓✓	The development in the sub area will connect to SELCHP district heat network that turns waste into energy and converts the excess heat to heat that can be used in heating buildings. This is considered to be a renewable source of heat, a process to more sustainably manage waste through combustion, to reduce the amount of waste going to landfill.

IIAO 9	To encourage sustainable use of water resources	✓	✓	It could place additional pressures on the water network but development comes with the potential for water-recycling and sustainable water measures when development is in operation. The masterplan for the sub area and policies for new development in the area ensure proper water management is in place, including communal sustainable urban drainage systems (SuDS), to reduce water use, improve water quality, reuse rainwater and contain rainwater discharge.
IIAO 10	To maintain and enhance the quality of land and soils	✓	✓	New development will come forward on brownfield sites, providing opportunities to remediate contaminated land and utilise urban greening through the choice of the appropriate types and design of trees planting. As such, it helps to improve the soil quality with the creation of new green public space.
IIAO 11	To protect and enhance quality of landscape and townscape	✓	✓	A masterplan has been created for the sub area with respect to the history of the area, its existing character and townscape and strategic viewing considerations at a granular level. Informed by the masterplan, requirements for each site allocation within the sub area are carefully designed in terms of design guidance, heritage reservation and building height.
IIAO 12	To conserve and enhance the historic environment and cultural assets	✓	✓	<p>The site is not within a conservation area but development should enhance the setting of the Pages Walk and Bermondsey Street conservation areas.</p> <p>The site includes part of Grade II listed buildings 44 and 45 Grange Road.</p> <p>Part of the site lies within the Background Assessment Area of LVMF view 3A.1 from the Kenwood viewing gazebo to St Paul's Cathedral. Part of the site falls within the Borough View of St Paul's Cathedral from Nunhead Cemetery.</p> <p>Tier 1 APA designation. The site is located in APA1- North Southwark and Roman Roads.</p> <p>A strategy for archaeological investigation and mitigation is required for this site.</p> <p>Development will be respectful to the designations of conservation areas, listed buildings, areas of archaeological significance and protected views and designed in a way which seeks to enhance the setting of historical assets where relevant.</p>
IIAO 13	To protect and enhance open spaces, green corridors and biodiversity	✓	✓	As part of Greener Belt Strategy, the sub area provides a strategic planning for new parks, new pedestrian and cycle links providing safe walking routes and green corridors between schools and local community facilities. In accordance with the masterplan, development on the site allocation will be required to provide open and green spaces including play facilities and greenery, providing a tranquil environment and comfortable places to sit and socialise or rest.
IIAO 14	To reduce vulnerability to flooding	✓	✓	<p>The sequential test confirms that the site (SFRA Level 2 - Analysis 14) will have a "more vulnerable" use (mixed use including residential, employment, community and town centre uses) in Flood Zone 3 and therefore requires an additional exception test, which would be satisfied by the first criteria that the development proves to provide wider sustainability benefits to the community that outweigh flood risk. The site development will bring sustainability benefits as follows:</p> <ul style="list-style-type: none"> - The redevelopment will bring forward job opportunities with the retail and employment space reprovided at least the same amount currently on site, which will help tackle poverty - The redevelopment will provide new homes and create job opportunities during construction to tackle poverty - The site will enable skills to be developed by workers who are employed to carry out the construction - The policy encourages the delivery of homes to increase housing supply within the borough. In the long-term, through the provision of more homes, including affordable homes, increased supply should improve the affordability of homes. The increased provision of affordable homes is encouraged through AAP4's fast track route for planning applications which trigger the affordable housing requirement. A lot of economic factors can impact upon housing price, which is an indicator of housing affordability. However, supply of more homes across London (in line with the draft London Plan housing target) in the long term will encourage the improved affordability of homes in the borough.

				<ul style="list-style-type: none"> - New residential provision will address the housing shortage, overcrowding and affordability issues, which are among the key determinants of public health - Improved frontages and permeability will encourage walkability and cycling, which will bring positive health effects by encouraging active travel modes - Improved permeability across the site will combat severance between communities and encourage community interaction - Improved permeability and activation of frontages, will open up spaces to promote social interaction and the feeling of public safety - AAP policies require non residential buildings to achieve a BREEAM rating of excellence. This ensures buildings are energy efficient and low carbon will help reduce our carbon footprint and our contribution to manmade climate change - The site is required to develop in a sensitive manner to the listed buildings, the open space, the conservation area, heritage assets and the borough view, and reflect existing building heights, so as to respect the local character, heritage and townscape <p>To meet the second requirement that the development is safe for its lifetime, recommendations are set out in the report including site-specific emergency evacuation procedures, flood resilient construction techniques and SuDS.</p> <p>No basement dwellings should be permitted in this area (Flood Zone 3).</p> <p>Applications 15/AP/2474, 17/AP/3170 and 19/AP/1286 are relevant to this site allocation, as planning permission has been granted. A Flood Risk Assessment was submitted with each application and has been considered in the decision making process. The site-specific FRAs demonstrate that the developments will be safe for their lifetimes, taking account of the vulnerability of its users, that the developments will not increase flood risk elsewhere, and that, where possible, flood risk will be reduced overall by the measures introduced by these schemes. The Environment Agency were consulted during the planning process for all applications and they have advised that they would have no objection to the proposals. A Basement Impact Assessment is required for any development proposals incorporating new or extended basement areas, and for the cases already granted on this site this assessment was submitted either at the point of application or has been secured by condition.</p> <p>As such, the exception test is satisfied whereby flood risk to people and property will be managed satisfactorily, when allowing necessary development on this site to occur.</p>
IIAO 15	To provide everyone with the opportunity to live in a decent home	✓✓	✓✓	<p>The policy will help to increase the amount of affordable tenure homes and the affordability of homes to address the needs of local people and to ensure that everyone has access to high quality housing, regardless of income.</p> <p>The policy encourages the delivery of homes to increase housing supply within the borough. In the long-term, through the provision of more homes, including affordable homes, increased supply should improve the affordability of homes. The increased provision of affordable homes is encouraged through AAP 14's fast track route for planning applications which trigger the affordable housing requirement.</p> <p>Many economic factors can impact upon housing price, which is an indicator of housing affordability. However, supply of more homes across London (in line with the draft London Plan housing target) in the long term will encourage the improved affordability of homes in the borough.</p> <p>By identifying development capacity for residential development, housing delivery is supported and accelerated. By increasing certainty around infrastructure requirements, housing growth should be sustained including affordable housing.</p> <p>The increased delivery of housing and affordable housing should enable people in the borough who may have previously not have had a permanent home to be able to afford a home, and will enable families to remain residing in the same household or area if they choose to do so, which will have positive impacts for health and social cohesion.</p>

I/AO 16	To promote sustainable transport and minimise the need to travel by car	✓✓	✓✓	In response to the Climate Emergency, the action area takes a people centred approach to movement with a particular focus on reducing the impact of carbon emissions from vehicles. Traffic movements will be reduced with the creation of safe and accessible walking and cycling routes, which become the first choice for moving around the area. New development will create walkable neighbourhoods, being car free and the proximity to the new tube stations of the Bakerloo line extension.
I/AO 17	To provide the necessary infrastructure to support existing and future development	✓✓	✓✓	The granted permissions within the site allocation will deliver a new gallery space or artist studios. This is an important part of infrastructure providing cultural uses within the borough.
			✓✓	The efficient delivery of quality development in the area will accelerate Community Infrastructure Levy (CIL) payments and other financial contributions toward the enhancement in infrastructure capacity and the cost of Bakerloo Line Extension. This is planned alongside the thorough phasing plan for new development to ensure it is well supported by the essential travel infrastructure.

OKR3: Mandela Way (NSP55)

Site requirements

Redevelopment of the site must:

- Replace existing employment floorspace and provide a range of employment spaces, which are consistent with the building and land use types shown in Figure SA1.3 ; and
- Provide light industrial or warehouse distribution uses as part of mixed use development on Locally Significant Industrial Land; and
- Provide new homes; and
- Provide a new primary school; and
- Provide community uses ; 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.

Redevelopment of the site may:

- Provide retail; and
- Provide the option of relocating Tesco from its existing site onto Mandela Way in order to deliver the Burgess Park Bakerloo Line Station and maintain continuity of trade for Tesco

IIA Objective	Description	Averaged Grading	Sub grading	Commentary
IIAO 1	To tackle poverty and encourage wealth creation	✓✓	✓✓	The growing population under the intensification and revitalisation of the existing industrial and residential uses on site will produce economic synergy by creating new job opportunities for local residents and providing enterprise opportunities in the business area. The increase in the number of local jobs will tackle poverty by decreasing the employment rate and providing a stable income to a greater number of people, and will subsequently encourage wealth creation within the local community.
			✓✓	Aligning with the policies in the plan, at least 10% affordable workspace at discount market rents will be provided over 30 years by new development of over 500 sqm GIA (gross) of employment floorspace. This is part of the bow tie employment strategy, which works to prioritise industrial, distribution, warehousing and creative makerspaces in the area and ensure the residents are trained and ready to access the new job opportunities.
IIAO 2	To improve the education and skill of the population	✓✓	✓✓	A new primary school will be provided on the site allocation to provide high quality education opportunities for the new generations in the area.
			✓✓	Aligning with the policies in the plan, the development will be required to provide specific programmes for mentorship, training or jobs for young people. As such, it will support the young generations to build up skills for employability and benefit from social regeneration.
			✓✓	Aligning with the policies in the plan, many new jobs and training opportunities will be generated in the sub area as the provision is required for planning applications during the construction phase and in completed developments.
IIAO 3	To improve the health of the population	✓✓	✓✓	More job opportunities generated by employment space will help reduce poverty as an underlying determinant.
			✓✓	The provision of new public open space will provide opportunities for play and open-air sports facilities, enabling exercise which supports good physical health and mental health as well as facilitate relaxation and socialising is also beneficial for health and well being.
			✓✓	The provision of a new link from Hendre Way to Quietway 1 on Willow Walk will encourage more opportunities for walking and cycling contributing to good physical health and mobility through exercise.
			✓✓	New residential provision on site will help meet the housing needs and address the overcrowding issue, which is one of the key determinants of health.
IIAO 4	To reduce the incidence of crime and the fear of crime	✓✓	✓✓	Improved permeability and activation of frontages and new open spaces will promote social interaction and the feeling of public safety.
			✓✓	Providing new homes will result in more people in the local area, the increased presence and activity will result in greater natural surveillance within the locality which should reduce incidences and the fear of crime within the area.
IIAO 5	To promote social inclusion, equality, diversity and community cohesion	✓✓	✓✓	Improved permeability across the site will help combat severance between communities and encourage community interaction.

			✓✓	A new public space for people to sit and gather will enable people from different cultures and backgrounds to interact in a shared space, encouraging community cohesion.
			✓✓	New entertainment and arts facilities will benefit the entire community, and may encourage more community interaction.
			✓✓	The delivery of more homes, consisting of a mix of different sizes and tenures will bring more people to the area from a range of different backgrounds, this will create more opportunities for greater diversity within the area and encourage more community cohesion
IIAO 6	To reduce contributions to climate change	✓✓	✓	Carbon offset fund will be collected in the area from development where it is not feasible to achieve zero carbon emission on site. The planning contributions, paid as the shortfall in on site carbon saving, will be spent on offsetting measures to reduce carbon emission in the existing buildings across the area. As a result, this will help to achieve carbon reduction.
			✓✓	Being a net zero carbon Area Action Plan, all new development will achieve net zero carbon by meeting the highest on site performance including the highest environmental building standards and net zero electricity and heating systems, banning gas boilers as the permanent heating solutions. They will also be required to connect to or enable future connection to a district heat network, which provides a supply of low carbon heat to homes, businesses and public buildings. The current district heat network for Old Kent Road is SELCHP.
			✓✓	It creates an opportunity to take a holistic approach to enhancing environment and networks for cycling and walking through the area-wide master planning to encourage active travel modes as an alternative to the usage of private car, which in turn significantly reduces contributions to climate change.
IIAO 7	To improve the air quality	✓✓	✓✓	In short term, air quality may be negatively impacted due to construction, where mitigation measures will be implemented. In long term, excellent design delivered through the new development within buildings and space in between will provide green infrastructure and encourage active travel modes including walking and cycling, which will in turn reduce the usage and emission of private cars (through phased plans for reducing parking provision and construction and transport management). It The design for green infrastructure will also effectively absorb greenhouse gases and reduce the concentration of air pollutants. It will significantly contribute to improving air quality and health of the communities.
			✓✓	The typologies in the masterplan promote mixed-use development including innovative solutions for mixing industrial development with new homes. Recognising that servicing is considered carefully to enable commercial premises to function without conflict with residential development, the plan sets out consolidation of servicing to enable more efficient movement of vehicles and reduce the pressure on the road network and improve air quality. It aims to maintain good air quality whilst ensuring efficient transport service is in place to support the vibrancy of businesses
IIAO 8	To avoid waste and maximise, reuse or recycle waste arising as a resource	✓	-	Substantial demolition and intensification of development will create new waste demands to be managed. In order to effectively manage waste and reduce waste going to landfill, new development is required to provide adequate management of waste from construction and intensified development in accordance with the waste management hierarchy. For new development on site services will be provided by the Old Kent Road integrated waste management facility including materials recovery and mechanical biological treatment.
			✓✓	The site allocation will connect to SELCHP district heat network that turns waste into energy and converts the excess heat to heat that can be used in heating buildings. This is considered to be a renewable source of heat, a process to more sustainably manage waste through combustion, to reduce the amount of waste going to landfill.
IIAO 9	To encourage sustainable use of water resources	✓	✓	It could place additional pressures on the water network but development comes with the potential for water-recycling and sustainable water measures when development is in operation. The masterplan for the sub area and policies for new development on site ensure proper water management is in place, including communal sustainable urban drainage systems (SuDS), to reduce water use, improve water quality, reuse rainwater and contain rainwater discharge.
IIAO 10	To maintain and enhance the quality of land and soils	✓	✓	New development will come forward on brownfield sites, providing opportunities to remediate contaminated land and utilise urban greening through the choice of the appropriate types and design of trees planting. As such, it helps to improve the soil quality with the creation of new green public space.
IIAO 11	To protect and enhance quality of landscape and townscape	✓	✓	A masterplan has been created for the sub area with respect to the history of the area, its existing character and townscape and strategic viewing considerations at a granular level. Informed by the masterplan, requirements for each site allocation within the sub area are carefully designed in terms of design guidance, heritage reservation and building height.
IIAO 12	To conserve and enhance the historic environment and cultural assets	✓	✓	The site partially lies within the Page's Walk Conservation Area and should enhance its setting.
			✓	The site should enhance the setting of Grade II listed building The White House.
			✓	Much of the site lies within the Background Assessment Area of LVMF view 23.1A from the centre of bridge over the Serpentine to the Palace of Westminster. Much of the site falls within the Borough Views of St Paul's Cathedral from Nunhead Cemetery and One Tree Hill. Tier 1 APA designation. The site is located in APA1- North Southwark and Roman Roads lies within the 'Bermondsey Lake' Archaeological Priority Area. A strategy for archaeological investigation and mitigation is required.

				<p>The site is in proximity of the Bermondsey Abbey Buildings.</p> <p>Development will be respectful to the designations of conservation areas, listed buildings and areas of archaeological significance and designed in a way which seeks to enhance the setting of historical assets where relevant.</p>
			✓	<p>The masterplan also takes into consideration for the sub area the history of the area, cultural assets and community heritage at a granular level. It informs both the site allocation requirements and the strategic planning for the whole sub area to enhance the historic environment and cultural assets.</p>
IIAO 13	To protect and enhance open spaces, green corridors and biodiversity	✓✓	✓✓	<p>As part of the Greener Belt Strategy, the sub area provides a strategic planning for new pedestrian and cycle links providing safe walking routes and green corridors between schools and local community facilities. In addition, development on the site allocations will be required to provide open and green spaces providing a tranquil environment and comfortable places to sit and socialise or rest.</p>
IIAO 14	To reduce vulnerability to flooding	✓	✓	<p>The sequential test confirms that the site (SFRA Level 2 - Analysis 14) will have a “more vulnerable” use (mixed use including residential, employment, community and town centre uses) in Flood Zone 3 and therefore requires an additional exception test, which would be satisfied by the first criteria that the development proves to provide wider sustainability benefits to the community that outweigh flood risk. The site development will bring sustainability benefits as follows:</p> <ul style="list-style-type: none"> - The redevelopment will bring forward job opportunities with the retail and employment space reprovided at least the same amount currently on site, which will help tackle poverty - The redevelopment will provide new homes and create job opportunities during construction to tackle poverty - The site will enable skills to be developed by workers who are employed to carry out the construction - The policy encourages the delivery of homes to increase housing supply within the borough. In the long-term, through the provision of more homes, including affordable homes, increased supply should improve the affordability of homes. The increased provision of affordable homes is encouraged through AAP4’s fast track route for planning applications which trigger the affordable housing requirement. A lot of economic factors can impact upon housing price, which is an indicator of housing affordability. However, supply of more homes across London (in line with the draft London Plan housing target) in the long term will encourage the improved affordability of homes in the borough. - New residential provision will address the housing shortage, overcrowding and affordability issues, which are among the key determinants of public health - Improved frontages and permeability will encourage walkability and cycling, which will bring positive health effects by encouraging active travel modes - Improved permeability across the site will combat severance between communities and encourage community interaction - Improved permeability and activation of frontages, will open up spaces to promote social interaction and the feeling of public safety - AAP policies require non residential buildings to achieve a BREEAM rating of excellence. This ensures buildings are energy efficient and low carbon will help reduce our carbon footprint and our contribution to manmade climate change - The site is required to develop in a sensitive manner to the listed buildings, the open space, the conservation area, heritage assets and the borough view, and reflect existing building heights, so as to respect the local character, heritage and townscape <p>To meet the second requirement that the development is safe for its lifetime, recommendations are set out in the report including site-specific emergency evacuation procedures, flood resilient construction techniques and SuDS. A site-specific FRA is also required for any development proposals to demonstrate that the development will be safe for its lifetime taking account of the vulnerability of its users, without increasing flood risk elsewhere, and, where possible, reducing flood risk overall.</p> <p>Basement dwellings should not be permitted within this area (Flood Zone 3). A Basement Impact Assessment will be separately required for any development proposals incorporating new or extended basement areas for non-domestic use.</p> <p>As such, the exception test is satisfied whereby flood risk to people and property will be managed satisfactorily, when allowing necessary development on this site to occur.</p>
IIAO 15	To provide everyone with the opportunity to live in a decent home	✓✓	✓✓	<p>The policy will help to increase the amount of affordable tenure homes and the affordability of homes to address the needs of local people and to ensure that everyone has access to high quality housing, regardless of income.</p>
		✓✓	✓✓	<p>The policy encourages the delivery of homes to increase housing supply within the borough. In the long-term, through the provision of more homes, including affordable homes, increased supply should improve the affordability of homes. The increased provision of affordable homes is encouraged through AAP4’s fast track route for planning applications which trigger the affordable housing requirement.</p>

			✓✓	Many economic factors can impact upon housing price, which is an indicator of housing affordability. However, supply of more homes across London (in line with the draft London Plan housing target) in the long term will encourage the improved affordability of homes in the borough.
			✓✓	By identifying development capacity for residential development, housing delivery is supported and accelerated. By increasing certainty around infrastructure requirements, housing growth should be sustained including affordable housing.
			✓✓	The increased delivery of housing and affordable housing should enable people in the borough who may have previously not have had a permanent home to be able to afford a home, and will enable families to remain residing in the same household or area if they choose to do so, which will have positive impacts for health and social cohesion.
IIAO 16	To promote sustainable transport and minimise the need to travel by car	✓✓	✓✓	In response to the Climate Emergency, the action area takes a people centred approach to movement with a particular focus on reducing the impact of carbon emissions from vehicles. Traffic movements will be reduced with the creation of safe and accessible walking and cycling routes, which become the first choice for moving around the area. The provision of a new link from Hendre Way to Quietway 1 on Willow Walk through the site allocation will encourage more opportunities for walking and cycling contributing to good physical health and mobility through exercise will further promote active transport modes.
IIAO 17	To provide the necessary infrastructure to support existing and future development	✓✓	✓✓	The site should accommodate community uses. These could include nurseries, day centres, schools, art galleries, gymnasiums, cinemas and training centres. These are all important facilities for community and cultural uses within the borough to support existing and future development.
			✓✓	The efficient delivery of quality development in the area will accelerate Community Infrastructure Levy (CIL) payments and other financial contributions toward the enhancement to infrastructure capacity and the cost of Bakerloo Line Extension. This is planned alongside the thorough phasing plan for new development on site to ensure it is well supported by the essential travel infrastructure. In addition, a wide range of infrastructure, serving economic, social and environmental purposes will be delivered to increase the capacity in supporting the existing and new residents and fostering cohesive and well-connected communities

OKR4: 107 Dunton Road (Tesco store and car park) and Southernwood Retail Park (NSP56)

Site requirements

Redevelopment of the site must:

- Replace existing retail floorspace, including a new supermarket; and
- Provide new homes (C3); and

- Provide community uses; and
- Provide public open space to support a connection to Burgess Park; and
- Provide a tube station, tunnelling and worksite requirements will need to be incorporated into the site design and phasing.

Redevelopment of the site should:

- Provide employment uses, consistent with the building and land use types shown in Figure SA1.3.

Redevelopment of the site may:

- Provide new visitor accommodation.

Relevant planning applications

18/AP/3551 (Approved subject to S106)or

Southernwood Retail Park. Hybrid planning application for detailed permission for Phase 1 and outline planning permission for Phase 2 comprising:

Application for full planning permission for 'Phase 1' comprising demolition of existing buildings and the erection of a part 9, part 14, part 15, part 48 storey development (plus basement) up to 161.25m AOD, with 940 sqm GIA of (Class A1) retail use, 541 sqm GIA of flexible (Class A1/A2/A3) retail/financial and professional services/restaurant and café use, 8671 sqm GIA (Class C1) hotel; 541 (class C3) residential units (51,757 sqm GIA); landscaping, public realm and highway works, car and cycle parking and servicing area, plant and associated works.

Application for outline planning permission (with details of internal layouts and external appearance reserved) for 'Phase 2' comprising demolition of existing buildings and the erection of a part 9, part 12, storey development (plus basement) up to 42.80m AOD, with 1049 sqm GIA of flexible (Class A1/A2/A3) retail/financial and professional services/restaurant and café use; 183 (Class C3) residential units (17,847sqm GIA), 1141 sqm GIA (Class D2) cinema and the creation of a 475 sqm GIA (Class C1) hotel service area at basement level; landscaping, public realm and highway works, car and cycle parking and servicing area, plant and associated works.

IIA Objective	Description	Averaged Grading	Sub grading	Commentary
IIAO 1	To tackle poverty and encourage wealth creation	✓✓	✓✓	The site will provide opportunities for jobs within construction, offices, retail, and leisure facilities. The increase in the number of local jobs will tackle poverty by decreasing the employment rate and providing a stable income to a greater number of people, and will subsequently encourage wealth creation within the local community.
IIAO 2	To improve the education and skill of the population	✓✓	✓✓	A wider provision of employment will help the population become more skilled, particularly in commercial uses.
			✓✓	Aligning with the policies in the plan, major development on site will be required to provide specific programmes for mentorship, training or jobs for young people. As such, it will support the young generations to build up skills for employability and benefit from social regeneration.
			✓✓	Aligning with the policies in the plan, many new jobs and training opportunities will be generated as the provision is required for planning applications during the construction phase and in completed developments.
IIAO 3	To improve the health of the population	✓✓	✓✓	More job opportunities generated bywir employment space will help reduce poverty as an underlying determinant.
			✓✓	New residential provision on site will help meet the housing needs and address the overcrowding issue, which is one of the key determinants of health.
			✓✓	The provision of new public open space will provide opportunities for play and open-air sports facilities, enabling exercise which supports good physical health and mental health as well as facilitate relaxation and socialising is also beneficial for health and well being.
IIAO 4	To reduce the incidence of crime and the fear of crime	✓✓	✓✓	Improved permeability and activation of frontages will open up spaces to promote social interaction and the feeling of public safety.
			✓✓	Providing new homes will result in more people in the local area, the increased presence and activity will result in greater natural surveillance within the locality which should reduce incidences and the fear of crime within the area.

IIAO 5	To promote social inclusion, equality, diversity and community cohesion	✓✓	✓✓	Improved permeability across the site will help combat severance between communities and encourage community interaction.
			✓✓	A new café will be provided where people can sit and gather which will enable people from different cultures and backgrounds to interact in a shared space, encouraging community cohesion.
			✓✓	The scheme will provide D2 uses (including a cinema) for the whole community to use which may help to encourage more community interaction and community cohesion.
			✓✓	The delivery of more homes, consisting of a mix of different sizes and tenures will bring more people to the area from a range of different backgrounds, this will create more opportunities for greater diversity within the area and encourage more community cohesion
IIAO 6	To reduce contributions to climate change	✓✓	✓	Carbon offset fund will be collected in the area from development where it is not feasible to achieve zero carbon emission on site. The planning contributions, paid as the shortfall in on site carbon saving, will be spent on offsetting measures to reduce carbon emission in the existing buildings across the area. As a result, this will help to achieve carbon reduction.
			✓✓	Being a net zero carbon Area Action Plan, all new development will achieve net zero carbon by meeting the highest on site performance including the highest environmental building standards and net zero electricity and heating systems, banning gas boilers as the permanent heating solutions. They will also be required to connect to or enable future connection to a district heat network, which provides a supply of low carbon heat to homes, businesses and public buildings. The current district heat network for Old Kent Road is SELCHP.
			✓✓	It creates an opportunity to take a holistic approach to enhancing environment and networks for cycling and walking through the area-wide master planning to encourage active travel modes as an alternative to the usage of private car, which in turn significantly reduces contributions to climate change.
IIAO 7	To improve the air quality	✓✓	✓✓	In short term, air quality may be negatively impacted due to construction, where mitigation measures will be implemented. In long term, excellent design delivered through the new development within buildings and space in between will provide green infrastructure and encourage active travel modes including walking and cycling, which will in turn reduce the usage and emission of private cars (through phased plans for reducing parking provision and construction and transport management). It The design for green infrastructure will also effectively absorb greenhouse gases and reduce the concentration of air pollutants. It will significantly contribute to improving air quality and health of the communities.
			✓✓	The typologies in the masterplan promote mixed-use development including innovative solutions for mixing industrial development with new homes. Recognising that servicing is considered carefully to enable commercial premises to function without conflict with residential development, the plan sets out consolidation of servicing to enable more efficient movement of vehicles and reduce the pressure on the road network and improve air quality. It aims to maintain good air quality whilst ensuring efficient transport service is in place to support the vibrancy of businesses.
IIAO 8	To avoid waste and maximise, reuse or recycle waste arising as a resource	✓	-	Substantial demolition and intensification of development will create new waste demands to be managed. In order to effectively manage waste and reduce waste going to landfill, new development is required to provide adequate management of waste from construction and intensified development in accordance with the waste management hierarchy. For the site allocation services will be provided by the Old Kent Road integrated waste management facility including materials recovery and mechanical biological treatment.
			✓✓	The development in the sub area will connect to SELCHP district heat network that turns waste into energy and converts the excess heat to heat that can be used in heating buildings. This is considered to be a renewable source of heat, a process to more sustainably manage waste through combustion, to reduce the amount of waste going to landfill.
IIAO 9	To encourage sustainable use of water resources	✓	✓	It could place additional pressures on the water network but development comes with the potential for water-recycling and sustainable water measures when development is in operation. The masterplan for the sub area and policies for new development on site ensure proper water management is in place, including communal sustainable urban drainage systems (SuDS), to reduce water use, improve water quality, reuse rainwater and contain rainwater discharge
IIAO 10	To maintain and enhance the quality of land and soils	✓	✓	New development will come forward on brownfield sites, providing opportunities to remediate contaminated land and utilise urban greening through the choice of the appropriate types and design of trees planting. As such, it helps to improve the soil quality with the creation of new green public space.

IIAO 11	To protect and enhance quality of landscape and townscape	✓	✓	A masterplan has been created for the sub area with respect to the history of the area, its existing character and townscape and strategic viewing considerations at a granular level. Informed by the masterplan, requirements for each site allocation within the sub area are carefully designed in terms of design guidance, heritage reservation and building height. As such, the site will provide and new landscaping and improved public realm. Enhanced high-quality public realm should also provide for a much improved engaging townscape which allows for freer movement and social interaction.
IIAO 12	To conserve and enhance the historic environment and cultural assets	✓	✓	<p>The masterplan also takes into consideration for the sub area the history of the area, cultural assets and community heritage at a granular level. It informs both the site allocation requirements and the strategic planning for the whole sub area to enhance the historic environment and cultural assets.</p> <p>The site is in close proximity of the Coburg Road Conservation Area.</p> <p>The site is in close proximity of the Grade II listed Former Fire Station.</p> <p>Part of the site lies within the Background Assessment Area of LVMF view 23.1A from the centre of bridge over the Serpentine to the Palace of Westminster. Part of the site lies within the Borough View of St Paul's Cathedral from Nunhead Cemetery.</p> <p>Tier 1 APA designation. The site is located in APA1- North Southwark and Roman Roads.</p> <p>Development will be respectful to the designations of conservation areas, listed buildings and areas of archaeological significance and designed in a way which seeks to enhance the setting of historical assets where relevant.</p>
IIAO 13	To protect and enhance open spaces, green corridors and biodiversity	✓✓	✓✓	New landscaping and green infrastructure provided are a major part of the site vision, creating opportunities to improve biodiversity.
IIAO 14	To reduce vulnerability to flooding	✓	✓	<p>The sequential test confirms that the site (SFRA Level 2 - Analysis 14) will have a "more vulnerable" use (mixed use including residential, employment, community open space new visitor accommodation and town centre uses) in Flood Zone 3 and therefore requires an additional exception test, which would be satisfied by the first criteria that the development proves to provide wider sustainability benefits to the community that outweigh flood risk. The site development will bring sustainability benefits as follows:</p> <ul style="list-style-type: none"> - The redevelopment will bring forward job opportunities with the retail and employment space reprovided at least the same amount currently on site, which will help tackle poverty - The redevelopment will provide new homes and create job opportunities during construction to tackle poverty - The site will enable skills to be developed by workers who are employed to carry out the construction - The policy encourages the delivery of homes to increase housing supply within the borough. In the long-term, through the provision of more homes, including affordable homes, increased supply should improve the affordability of homes. The increased provision of affordable homes is encouraged through AAP4's fast track route for planning applications which trigger the affordable housing requirement. A lot of economic factors can impact upon housing price, which is an indicator of housing affordability. However, supply of more homes across London (in line with the draft London Plan housing target) in the long term will encourage the improved affordability of homes in the borough. - New residential provision will address the housing shortage, overcrowding and affordability issues, which are among the key determinants of public health - The provision of new public open space will provide opportunities for play and open-air sports facilities, enabling exercise which supports good physical health and mental health as well as facilitate relaxation and socialising is also beneficial for health and well being - Improved frontages and permeability will encourage walkability and cycling, which will bring positive health effects by encouraging active travel modes - Improved permeability across the site will combat severance between communities and encourage community interaction - Improved permeability and activation of frontages, will open up spaces to promote social interaction and the feeling of public safety - AAP policies require non residential buildings to achieve a BREEAM rating of excellence. This ensures buildings are energy efficient and low carbon will help reduce our carbon footprint and our contribution to manmade climate change - The site is required to develop in a sensitive manner to the listed buildings, the open space, the conservation area, heritage assets and the borough view, and reflect existing building heights, so as to respect the local character, heritage and townscape <p>To meet the second requirement that the development is safe for its lifetime, recommendations are set out in the report including site specific</p>

				<p>emergency evacuation procedures, flood resilient construction techniques and SuDS.</p> <p>No basement dwellings should be permitted in this area (Flood Zone 3).</p> <p>Application 18/AP/3551 is relevant to this site allocation, as planning permission has been granted. A Flood Risk Assessment and Drainage Strategy were submitted with this application and have been considered in the decision making process. The site-specific FRA and drainage strategy have been reviewed by the Environment Agency and the Drainage Team respectively. The drainage strategy has confirmed that:</p> <ul style="list-style-type: none"> - All sleeping accommodation has been set above the flood protection level of 2.65mAOD; and - 30% of the ground floor of the site is permeable amenity space. <p>The targeted discharge rates from the site, in line with greenfield rates for each duration are as follows:</p> <ul style="list-style-type: none"> - 1 in 1 year storm - 3.60 l/s; - 1 in 30 year storm - 9.77 l/s; and - 1 in 100 year storm - 13.55 l/s. <p>The site will also include blue and green roofs as well as permeable paving and underground storage tanks.</p> <p>The scheme includes provision for a large basement to be delivered across two phases. A basement impact assessment has been submitted and no concerns were raised from a flood risk perspective and would not have a detrimental impact on the environment. The assessment concluded that the proposed development can be constructed without adverse impacts to groundwater, surface water, and ground movements. As such, the exception test is satisfied whereby flood risk to people and property will be managed satisfactorily, when allowing necessary development on this site to occur.</p>
IIAO 15	To provide everyone with the opportunity to live in a decent home	✓✓	✓✓	The policy will help to increase the amount of affordable tenure homes and the affordability of homes to address the needs of local people and to ensure that everyone has access to high quality housing, regardless of income.
			✓✓	The policy encourages the delivery of homes to increase housing supply within the borough. In the long-term, through the provision of more homes, including affordable homes, increased supply should improve the affordability of homes. The increased provision of affordable homes is encouraged through AAP4's fast track route for planning applications which trigger the affordable housing requirement.
			✓✓	Many economic factors can impact upon housing price, which is an indicator of housing affordability. However, supply of more homes across London (in line with the draft London Plan housing target) in the long term will encourage the improved affordability of homes in the borough.
			✓✓	By identifying development capacity for residential development, housing delivery is supported and accelerated. By increasing certainty around infrastructure requirements, housing growth should be sustained including affordable housing.
			✓✓	The increased delivery of housing and affordable housing should enable people in the borough who may have previously not have had a permanent home to be able to afford a home, and will enable families to remain residing in the same household or area if they choose to do so, which will have positive impacts for health and social cohesion.
IIAO 16	To promote sustainable transport and minimise the need to travel by car	✓✓	✓✓	In response to the Climate Emergency, the action area takes a people centred approach to movement with a particular focus on reducing the impact of carbon emissions from vehicles. Traffic movements will be reduced with the creation of safe and accessible walking and cycling routes, which become the first choice for moving around the area. New walkable neighbourhoods will benefit from the new parks and spaces in the greener belt, new developments that will be car free and the proximity to the new tube stations of the Bakerloo line extension.
IIAO 17	To provide the necessary infrastructure to support existing and future development	✓✓	✓✓	The delivery of a new Health Centre will ensure sufficient, accessible and higher quality primary and community health services for a growing population.
			✓✓	The scheme will provide community uses (including a cinema) which will act as important community facilities for cultural uses within the borough to support existing and future development.
			✓✓	The efficient delivery of quality development in the area will accelerate Community Infrastructure Levy (CIL) payments and other financial contributions toward enhancement to infrastructure capacity and the cost of Bakerloo Line Extension. This is planned alongside the thorough phasing plan for new development in the area to ensure the growth and regeneration of the area is well supported by the essential travel

				infrastructure.
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OKR5: Salisbury estate car park (NSP57)

Site requirements

Redevelopment of the site must:

- Provide new homes.

Redevelopment of the site may:

- Provide community uses.

Relevant planning applications

19/AP/1506 (Approved)

Salisbury Estate Car Park, Balfour Street. Redevelopment of the existing car park to provide 26 residential units in a 5 storey block with maximum height of 21.8m AOD (5 x 3 bed 5 person flats, 9 x 2 bed four person flats & 9 x 1 bed 2 person flats, 2 x 2 bed wheelchair units and 1 x 1 bedroom wheelchair unit) together with new private amenity space located within a rear courtyard as well as improving the landscaping of the existing pedestrian link between Chatham Street and the open green space to the south of the site for public use. Two disabled parking spaces to be provided to the north of the site accessed off Chatham Street.

I/A Objective	Description	Averaged Grading	Sub grading	Commentary
IIAO 1	To tackle poverty and encourage wealth creation	✓✓	✓✓	The site will therefore provide opportunities for jobs during construction and in the new community facilities once they are completed. The increase in the number of local jobs will tackle poverty by decreasing the employment rate and providing a stable income to a greater number of people, and will subsequently encourage wealth creation within the local community.
			✓✓	Aligning with the policies in the plan, at least 10% affordable workspace at discount market rents will be provided over 30 years by new development of over 500 sqm GIA (gross) of employment floorspace. This is part of the bow tie employment strategy, which works to prioritise industrial, distribution, warehousing and creative makerspaces in the area and ensure the residents are trained and ready to access the new job opportunities.
IIAO 2	To improve the education and skill of the population	✓✓	✓✓	Aligning with the policies in the plan, major development on the site allocation will be required to provide specific programmes for mentorship, training or jobs for young people. As such, it will support the young generations to build up skills for employability and benefit from social regeneration.
			✓✓	Aligning with the policies in the plan, many new jobs and training opportunities will be generated as the provision is required for planning applications during the construction phase and in completed developments.
IIAO 3	To improve the health of the population	✓✓	✓✓	New residential provision on site will help meet the housing needs and address the overcrowding issue, which is one of the key determinants of health.
			✓✓	The site will improve the pedestrian link between Chatham Street and the open green space to the south of the site for public use this will improve walkability in the area encouraging more active modes of transport which is beneficial for health.
IIAO 4	To reduce the incidence of crime and the fear of crime	✓✓	✓✓	Providing new homes will result in more people in the local area, the increased presence and activity will result in greater natural surveillance within the locality which should reduce incidences and the fear of crime within the area.

IIAO 5	To promote social inclusion, equality, diversity and community cohesion	✓✓	✓✓	The delivery of more homes, consisting of a mix of different sizes and tenures will bring more people to the area from a range of different backgrounds, this will create more opportunities for greater diversity within the area and encourage more community cohesion.
IIAO 6	To reduce contributions to climate change	✓✓	✓	Carbon offset fund will be collected in the area from development where it is not feasible to achieve zero carbon emission on site. The planning contributions, paid as the shortfall in on site carbon saving, will be spent on offsetting measures to reduce carbon emission in the existing buildings across the area. As a result, this will help to achieve carbon reduction.
			✓✓	It creates an opportunity to take a holistic approach to enhancing environment and networks for cycling and walking through the area-wide master planning to encourage active travel modes as an alternative to the usage of private car, which in turn significantly reduces contributions to climate change, with requirements as follows: The cycle storage proposed for the development (46 cycle spaces) meets the requirements of the London Plan however falls significantly short of the emerging New Southwark Plan recommendation of 76 spaces, this will still however contribute to creating opportunities for more sustainable travel and reducing the carbon footprint. The prospective residents of this development (with the exception of wheelchair users) will be barred from obtaining car parking permits under the CPZ in this locality, reducing opportunities for car parking will encourage occupants of the development to use more sustainable modes of transport. The site will improve the pedestrian link between Chatham Street and the open green space to the south of the site for public use this will improve walkability in the area encouraging more active modes of transport which will contribute to creating opportunities for more sustainable travel and reducing the carbon footprint.
			✓✓	Being a net zero carbon Area Action Plan, all new development will achieve net zero carbon by meeting the highest on site performance including the highest environmental building standards and net zero electricity and heating systems, banning gas boilers as the permanent heating solutions. They will also be required to connect to or enable future connection to a district heat network, which provides a supply of low carbon heat to homes, businesses and public buildings. The current district heat network for Old Kent Road is SELCHP.
IIAO 7	To improve the air quality	✓✓	✓✓	The application site is located within an Air Quality Management Area. An Air Quality Assessment has identified that concentrations of all pollutants are below the air quality objectives, with the exception of NO2. Filters will be used to ensure compliance as a mitigation measure. In short term, air quality may be negatively impacted due to construction, where mitigation measures will be implemented. In long term, excellent design delivered through new developments within buildings and space in between will provide green infrastructure and encourage active travel modes including walking and cycling, which will in turn reduce the usage and emission of private cars (through phased plans for reducing parking provision and construction and transport management). It The design for green infrastructure will also effectively absorb greenhouse gases and reduce the concentration of air pollutants. It will significantly contribute to improving air quality and health of the communities.
			✓✓	The typologies in the masterplan promote mixed-use development including innovative solutions for mixing industrial development with new homes. Recognising that servicing is considered carefully to enable commercial premises to function without conflict with residential development, the plan sets out consolidation of servicing to enable more efficient movement of vehicles and reduce the pressure on the road network and improve air quality. It aims to maintain good air quality whilst ensuring efficient transport service is in place to support the vibrancy of businesses.
IIAO 8	To avoid waste and maximise, reuse or recycle waste arising as a resource	✓	-	Substantial demolition and intensification of development will create new waste demands to be managed. NSP policies require adequate management of waste from construction and intensified development in accordance with the waste management hierarchy. For new development on site services will be provided by the Old Kent Road integrated waste management facility including materials recovery and mechanical biological treatment.
			✓✓	The development in the sub area will connect to SELCHP district heat network that turns waste into energy and converts the excess heat to heat that can be used in heating buildings. This is considered to be a renewable source of heat, a process to more sustainably manage waste through combustion, to reduce the amount of waste going to landfill.
IIAO 9	To encourage sustainable use	✓	✓	It could place additional pressures on the water network but development comes with the potential for water-recycling and sustainable water

	of water resources			measures when development is in operation. The masterplan for the sub area and policies for new development in the area ensure proper water management is in place, including communal sustainable urban drainage systems (SuDS), to reduce water use, improve water quality, reuse rainwater and contain rainwater discharge.
IIAO 10	To maintain and enhance the quality of land and soils	✓	✓	New development will come forward on brownfield sites, providing opportunities to remediate contaminated land and utilise urban greening through the choice of the appropriate types and design of trees planting. As such, it helps to improve the soil quality with the creation of new green public space.
IIAO 11	To protect and enhance quality of landscape and townscape	✓✓	✓✓	<p>A masterplan has been created for the sub area with respect to the history of the area, its existing character and townscape and strategic viewing considerations at a granular level. Informed by the masterplan, requirements for each site allocation within the sub area are carefully designed in terms of design guidance, heritage reservation and building height.</p> <p>The development on this site will provide improved landscaping and public realm improvements contributing to a welcoming pedestrian environment and townscape.</p>
IIAO 12	To conserve and enhance the historic environment and cultural assets	✓	✓	<p>A masterplan has been created for the sub area with respect to the history of the area, its existing character and townscape and strategic viewing considerations at a granular level. Informed by the masterplan, requirements for each site allocation within the sub area are carefully designed in terms of design guidance, heritage reservation and building height.</p> <p>The site lies within the Background Assessment Area of LVMF view 23.1A from the centre of bridge over the Serpentine to the Palace of Westminster and LVMF view 1A.2 Alexandra Palace viewing terrace to St Paul's Cathedral.</p> <p>The site is adjacent to Grade II listed Lady Margaret Church.</p> <p>Development will be respectful to the designations of conservation areas and listed buildings and designed in a way which seeks to enhance the setting of historical assets where relevant.</p>
IIAO 13	To protect and enhance open spaces, green corridors and biodiversity	✓✓	✓✓	As part of the Greener Belt Strategy, the sub area provides a strategic planning for new pedestrian and cycle links providing safe walking routes and green corridors between schools and local community facilities. In addition, development on the site allocations will be required to provide open and green spaces providing a tranquil environment and comfortable places to sit and socialise or rest.
IIAO 14	To reduce vulnerability to flooding	✓	✓	<p>The sequential test confirms that the site (SFRA Level 2 - Analysis 14) will have a "more vulnerable" use residential use) in Flood Zone 3 and therefore requires an additional exception test, which would be satisfied by the first criteria that the development proves to provide wider sustainability benefits to the community that outweigh flood risk. The site development will bring sustainability benefits as follows:</p> <ul style="list-style-type: none"> - The redevelopment will bring forward job opportunities with the retail and employment space reprovided at least the same amount currently on site, which will help tackle poverty - The redevelopment will provide new homes and create job opportunities during construction to tackle poverty - The site will enable skills to be developed by workers who are employed to carry out the construction - The policy encourages the delivery of homes to increase housing supply within the borough. In the long-term, through the provision of more homes, including affordable homes, increased supply should improve the affordability of homes. The increased provision of affordable homes is encouraged through AAP4's fast track route for planning applications which trigger the affordable housing requirement. A lot of economic factors can impact upon housing price, which is an indicator of housing affordability. However, supply of more homes across London (in line with the draft London Plan housing target) in the long term will encourage the improved affordability of homes in the borough. - New residential provision will address the housing shortage, overcrowding and affordability issues, which are among the key determinants of public health - The site will improve the pedestrian link between Chatham Street and the open green space to the south of the site for public use this will improve walkability in the area encouraging more active modes of transport which is beneficial for health - Improved frontages and permeability will encourage walkability and cycling, which will bring positive health effects by encouraging active travel modes - The site is required to develop in a sensitive manner to the listed buildings, the open space, the conservation area, heritage assets and the borough view, and reflect existing building heights, so as to respect the local character, heritage and townscape <p>To meet the second requirement that the development is safe for its lifetime, recommendations are set out in the report including site specific</p>

				<p>emergency evacuation procedures, flood resilient construction techniques and SuDS. No basement dwellings should be permitted in this area (Flood Zone 3).</p> <p>Application 19/AP/1506 is relevant to this site allocation, as planning permission has been granted. A Flood Risk Assessment was submitted with this application and has been considered in the decision making process. The site-specific FRA demonstrates that the development will be safe for its lifetime taking account of the vulnerability of its users, without increasing flood risk elsewhere, and, where possible, reducing flood risk overall. The Environment Agency were consulted during the planning process and they have advised that they would have no objection to the proposals.</p> <p>As such, the exception test is satisfied whereby flood risk to people and property will be managed satisfactorily, when allowing necessary development on this site to occur.</p>
IIAO 15	To provide everyone with the opportunity to live in a decent home	✓✓	✓✓	The policy will help to increase the amount of affordable tenure homes and the affordability of homes to address the needs of local people and to ensure that everyone has access to high quality housing, regardless of income.
			✓✓	The policy encourages the delivery of homes to increase housing supply within the borough. In the long-term, through the provision of more homes, including affordable homes, increased supply should improve the affordability of homes. The increased provision of affordable homes is encouraged through AAP4's fast track route for planning applications which trigger the affordable housing requirement.
			✓✓	Many economic factors can impact upon housing price, which is an indicator of housing affordability. However, supply of more homes across London (in line with the draft London Plan housing target) in the long term will encourage the improved affordability of homes in the borough.
			✓✓	By identifying development capacity for residential development, housing delivery is supported and accelerated. By increasing certainty around infrastructure requirements, housing growth should be sustained including affordable housing.
			✓✓	The increased delivery of housing and affordable housing should enable people in the borough who may have previously not have had a permanent home to be able to afford a home, and will enable families to remain residing in the same household or area if they choose to do so, which will have positive impacts for health and social cohesion.
IIAO 16	To promote sustainable transport and minimise the need to travel by car	✓✓	✓✓	In response to the Climate Emergency, the action area takes a people centred approach to movement with a particular focus on reducing the impact of carbon emissions from vehicles. Traffic movements will be reduced with the creation of safe and accessible walking and cycling routes, which become the first choice for moving around the area. New walkable neighbourhoods will benefit from the new parks and spaces in the greener belt, new developments that will be car free and the proximity to the new tube stations of the Bakerloo line extension.
IIAO 17	To provide the necessary infrastructure to support existing and future development	✓✓	✓✓	The efficient delivery of quality development in the area will accelerate Community Infrastructure Levy (CIL) payments and other financial contributions toward enhancement to infrastructure capacity and the cost of Bakerloo Line Extension. This is planned alongside the thorough phasing plan for new development in the area to ensure the growth and regeneration of the area is well supported by the essential travel infrastructure.

OKR6: 96-120 Old Kent Road (Lidl store) (NSP58)

Site requirements

Redevelopment of the site must:

- Provide new homes and replace the amount of retail currently on the site

Redevelopment of the site may:

- Provide community and employment uses.

IIA Objective	Description	Averaged Grading	Sub grading	Commentary
IIAO 1	To tackle poverty and encourage wealth creation	✓✓	✓✓	The site will provide opportunities for jobs within construction, offices, retail and community facilities. The provision of new (B1 uses) and new town centre (including shops and retail outlets, professional services, food and drink, drinking establishments) and community uses will allow staff to gain new skills whilst working in these establishments. The increase in the number of local jobs will tackle poverty by decreasing the employment rate and providing a stable income to a greater number of people, and will subsequently encourage wealth creation within the local community.
			✓✓	Aligning with the policies in the plan, at least 10% affordable workspace at discount market rents will be provided over 30 years by new development of over 500 sqm GIA (gross) of employment floorspace. This is part of the bow tie employment strategy, which works to prioritise industrial, distribution, warehousing and creative makerspaces in the area and ensure the residents are trained and ready to access the new job opportunities.
IIAO 2	To improve the education and skill of the population	✓✓	✓✓	Aligning with the policies in the plan, major developments in the sub area will be required to provide specific programmes for mentorship, training or jobs for young people. As such, it will support the young generations to build up skills for employability and benefit from social regeneration.
			✓✓	Aligning with the policies in the plan, many new jobs and training opportunities will be generated in the sub area as the provision is required for planning applications during the construction phase and in completed developments.
IIAO 3	To improve the health of the population	✓✓	✓✓	New residential provision on site will help meet the housing needs and address the overcrowding issue, which is one of the key determinants of health
			✓✓	The sub area aims to connect communities by requiring development on site to improve the environment for people walking and cycling, strengthening the network of parks and improve the links between parks, the new tube station and other local facilities such as Walworth Academy, primary schools and shops on the Old Kent Road. The positive environment will help to encourage behavioural changes for active travel and social interaction and as a result reduce health inequalities.
IIAO 4	To reduce the incidence of crime and the fear of crime	✓✓	✓✓	Improved permeability through the delivery of excellent design, in accordance with the 'design out crime principles', will encourage street level activities, which in turn provide natural surveillance to reduce the perception of crime and incidence of crime. The activation of frontages will open up spaces to promote social interaction and the feeling of public safety.
			✓✓	Providing new homes will result in more people in the local area, the increased presence and activity will result in greater natural surveillance within the locality which should reduce incidences and the fear of crime within the area.
IIAO 5	To promote social inclusion, equality, diversity and community cohesion	✓✓	✓✓	The proposal will provide new community uses which should help encourage more community interaction with different groups within the local area providing more awareness of the diverse groups living within the area and encouraging community cohesion.
			✓✓	The delivery of more homes, consisting of a mix of different sizes and tenures will bring more people to the area from a range of different backgrounds, this will create more opportunities for greater diversity within the area and encourage more community cohesion

IIAO 6	To reduce contributions to climate change	✓✓	✓	Carbon offset fund will be collected in the area from development where it is not feasible to achieve zero carbon emission on site. The planning contributions, paid as the shortfall in on site carbon saving, will be spent on offsetting measures to reduce carbon emission in the existing buildings across the area. As a result, this will help to achieve carbon reduction.
			✓✓	Being a net zero carbon Area Action Plan, all new development will achieve net zero carbon by meeting the highest on site performance including the highest environmental building standards and net zero electricity and heating systems, banning gas boilers as the permanent heating solutions. They will also be required to connect to or enable future connection to a district heat network, which provides a supply of low carbon heat to homes, businesses and public buildings. The current district heat network for Old Kent Road is SELCHP.
			✓✓	It creates an opportunity to take a holistic approach to enhancing environment and networks for cycling and walking through the area-wide master planning to encourage active travel modes as an alternative to the usage of private car, which in turn significantly reduces contributions to climate change.
IIAO 7	To improve the air quality	✓✓	✓✓	In short term, air quality may be negatively impacted due to construction, where mitigation measures will be implemented. In long term, excellent design delivered through new developments within buildings and space in between will provide green infrastructure and encourage active travel modes including walking and cycling, which will in turn reduce the usage and emission of private cars (through phased plans for reducing parking provision and construction and transport management). It The design for green infrastructure will also effectively absorb greenhouse gases and reduce the concentration of air pollutants. It will significantly contribute to improving air quality and health of the communities.
			✓✓	The typologies in the masterplan promote mixed-use development including innovative solutions for mixing industrial development with new homes. Recognising that servicing is considered carefully to enable commercial premises to function without conflict with residential development, the plan sets out consolidation of servicing to enable more efficient movement of vehicles and reduce the pressure on the road network and improve air quality. It aims to maintain good air quality whilst ensuring efficient transport service is in place to support the vibrancy of businesses.
IIAO 8	To avoid waste and maximise, reuse or recycle waste arising as a resource	✓	-	Substantial demolition and intensification of development will create new waste demands to be managed. In order to effectively manage waste and reduce waste going to landfill, new development is required to provide adequate management of waste from construction and intensified development in accordance with the waste management hierarchy. For new development in the sub area services will be provided by the Old Kent Road integrated waste management facility including materials recovery and mechanical biological treatment.
			✓✓	The development in the sub area will connect to SELCHP district heat network that turns waste into energy and converts the excess heat to heat that can be used in heating buildings. This is considered to be a renewable source of heat, a process to more sustainably manage waste through combustion, to reduce the amount of waste going to landfill
IIAO 9	To encourage sustainable use of water resources	✓	✓	It could place additional pressures on the water network but development comes with the potential for water-recycling and sustainable water measures when development is in operation. The masterplan for the sub area and policies for new development in the area ensure proper water management is in place, including communal sustainable urban drainage systems (SuDS), to reduce water use, improve water quality, reuse rainwater and contain rainwater discharge.
IIAO 10	To maintain and enhance the quality of land and soils	✓	✓	New development will come forward on brownfield sites, providing opportunities to remediate contaminated land and utilise urban greening through the choice of the appropriate types and design of trees planting. As such, it helps to improve the soil quality with the creation of new green public space.
IIAO 11	To protect and enhance quality of landscape and townscape	✓	✓	A masterplan has been created for the sub area with respect to the history of the area, its existing character and townscape and strategic viewing considerations at a granular level. Informed by the masterplan, requirements for each site allocation within the sub area are carefully designed in terms of design guidance, heritage reservation and building height.
IIAO 12	To conserve and enhance the historic environment and cultural assets	✓	✓	The masterplan also takes into consideration for the sub area the history of the area, cultural assets and community heritage at a granular level. It informs both the site allocation requirements and the strategic planning for the whole sub area to enhance the historic environment and cultural assets. The site lies within the Background Assessment Area of LVMF view 23.1A from the centre of bridge over the Serpentine to the Palace of Westminster. The site falls within the Borough View of St Paul's Cathedral from One Tree Hill. Tier 1 APA designation. The site is located in APA1- North Southwark and Roman Roads. Development will be respectful to the designations of conservation areas and listed buildings and designed in a way which seeks to enhance the setting of historical assets where relevant.
IIAO 13	To protect and enhance open spaces, green corridors and biodiversity	✓	✓	As part of Greener Belt Strategy, the sub area provides a strategic planning for new parks, new pedestrian and cycle links providing safe walking routes and green corridors between schools and local community facilities. In addition, development on the site allocations will be required to provide open and green spaces including play facilities and greenery, providing a tranquil environment and comfortable places to sit and socialise or rest.
IIAO 14	To reduce vulnerability to flooding	✓	✓	The sequential test confirms that the site (SFRA Level 2 - Analysis 14) will have a "more vulnerable" use (mixed use including residential, town centre, employment and community uses) in Flood Zone 3 and therefore requires an additional exception test, which would be satisfied by the first criteria that the development proves to provide wider sustainability benefits to the community that outweigh flood risk. The site development will

				<p>bring sustainability benefits as follows:</p> <ul style="list-style-type: none"> - The redevelopment will provide new homes and create job opportunities during construction to tackle poverty - The site will enable skills to be developed by workers who are employed to carry out the construction - The policy encourages the delivery of homes to increase housing supply within the borough. In the long-term, through the provision of more homes, including affordable homes, increased supply should improve the affordability of homes. The increased provision of affordable homes is encouraged through AAP4's fast track route for planning applications which trigger the affordable housing requirement. A lot of economic factors can impact upon housing price, which is an indicator of housing affordability. However, supply of more homes across London (in line with the draft London Plan housing target) in the long term will encourage the improved affordability of homes in the borough. - New residential provision will address the housing shortage, overcrowding and affordability issues, which are among the key determinants of public health - Activation of frontages will open up spaces to promote social interaction and the feeling of public safety. - Priority in walking and cycling in the design requirement of the site will promote active travel modes and reduce the incentive of driving, thus improving air quality and contributing to reduction in greenhouse emissions - The site is required to develop in a sensitive manner to the listed buildings, the open space and heritage assets, and reflect existing building heights, so as to respect the local character, heritage and townscape - The site should accommodate community uses. These could include nurseries, day centres, schools, art galleries, gymnasiums, cinemas and training centres. These are all important facilities for community and cultural uses within the borough to support existing and future development. <p>To meet the second requirement that the development is safe for its lifetime, recommendations are set out in the report including site specific emergency evacuation procedures, flood resilient construction techniques and SuDS. A site-specific FRA is also required for any development proposals to demonstrate that the development will be safe for its lifetime taking account of the vulnerability of its users, without increasing flood risk elsewhere, and, where possible, reducing flood risk overall.</p> <p>No basement dwellings should be permitted in this area (Flood Zone 3). Basement thresholds must be raised above the 2100 maximum water level, anticipated through breach of the River Thames defences. Internal access to upper floors must be provided and flood resilient design and construction techniques employed. A Basement Impact Assessment will be separately required for any development proposals incorporating new or extended basement areas.</p> <p>SuDS selection and design should be in accordance with the sustainable drainage hierarchy and provide sufficient capacity to cater for all events up to the 1 in 100 year storm event, incorporating the latest allowances for climate change. Ground conditions should be confirmed through site investigation and dewatering of excavations and basement waterproofing implemented where required.</p> <p>As such, the exception test is satisfied whereby flood risk to people and property will be managed satisfactorily, when allowing necessary development on this site to occur.</p>
IIAO 15	To provide everyone with the opportunity to live in a decent home	✓✓	✓✓	<p>The policy will help to increase the amount of affordable tenure homes and the affordability of homes to address the needs of local people and to ensure that everyone has access to high quality housing, regardless of income.</p> <p>The policy encourages the delivery of homes to increase housing supply within the borough. In the long-term, through the provision of more homes, including affordable homes, increased supply should improve the affordability of homes. The increased provision of affordable homes is encouraged through AAP4's fast track route for planning applications which trigger the affordable housing requirement.</p> <p>Many economic factors can impact upon housing price, which is an indicator of housing affordability. However, supply of more homes across London (in line with the draft London Plan housing target) in the long term will encourage the improved affordability of homes in the borough.</p> <p>By identifying development capacity for residential development, housing delivery is supported and accelerated. By increasing certainty around infrastructure requirements, housing growth should be sustained including affordable housing.</p> <p>The increased delivery of housing and affordable housing should enable people in the borough who may have previously not have had a permanent home to be able to afford a home, and will enable families to remain residing in the same household or area if they choose to do so, which will have positive impacts for health and social cohesion.</p>

IIAO 16	To promote sustainable transport and minimise the need to travel by car	✓	✓	In response to the Climate Emergency, the action area takes a people centred approach to movement with a particular focus on reducing the impact of carbon emissions from vehicles. Traffic movements will be reduced with the creation of safe and accessible walking and cycling routes, which become the first choice for moving around the area. In keeping with this strategic objective, new development will be car free and encourage active travel mode with new green links and the proximity to the new tube stations of the Bakerloo line extension.
IIAO 17	To provide the necessary infrastructure to support existing and future development	✓✓	✓✓	The site should accommodate community uses. These could include nurseries, day centres, schools, art galleries, gymnasiums, cinemas and training centres. These are all important facilities for community and cultural uses within the borough to support existing and future development.
			✓	The efficient delivery of quality development in the area will accelerate Community Infrastructure Levy (CIL) payments and other financial contributions toward enhancement to infrastructure capacity and the cost of Bakerloo Line Extension. This is planned alongside the thorough phasing plan for new development in the area to ensure the growth and regeneration of the area is well supported by the essential travel infrastructure.

OKR7: Former petrol filling station, 233-247 Old Kent Road (NSP59)

Site requirements

Redevelopment of the site must:

- Provide new homes and replace the amount of retail currently on the site

Redevelopment of the site may:

- Provide community and employment uses.

Relevant planning applications

18/AP/0928 (Under construction)

233-247 Old Kent Road. Demolition of existing buildings and structures and erection of a new part 3, 4 and 5 storey building to provide three retail units (flexible A1/A2 use) at part ground floor and 24 residential units (C3 use) at part ground floor and on the upper floors, including the provision of secure cycle parking facilities, bin stores and communal amenity space (revised application). (11 x 2 bed private units & 6 x 1 bed, 2 x 7 bed affordable units).

IIA Objective	Description	Averaged Grading	Sub grading	Commentary
IIAO 1	To tackle poverty and encourage wealth creation	✓✓	✓✓	The site will provide opportunities for jobs within construction, retail and the community facilities. The increase in the number of local jobs will tackle poverty by decreasing the employment rate and providing a stable income to a greater number of people, and will subsequently encourage wealth creation within the local community.
			✓✓	Aligning with the policies in the plan, at least 10% affordable workspace at discount market rents will be provided over 30 years by new development of over 500 sqm GIA (gross) of employment floorspace. This is part of the bow tie employment strategy, which works to prioritise industrial, distribution, warehousing and creative makerspaces in the area and ensure the residents are trained and ready to access the new job opportunities.
IIAO 2	To improve the education and skill of the population	✓✓	✓✓	The provision of new town centre uses (including shops and retail outlets, professional services, food and drink, drinking establishments) will allow staff to gain new skills whilst working in these establishments.
			✓✓	Aligning with the policies in the plan, new development on this site will be required to provide specific programmes for mentorship, training or jobs for young people. As such, it will support the young generations to build up skills for employability and benefit from social regeneration.
			✓✓	Aligning with the policies in the plan, many new jobs and training opportunities will be generated as the provision is required for planning applications during the construction phase and in completed developments.
IIAO 3	To improve the health of the population	✓✓	✓✓	New residential provision on site will help meet the housing needs and address the overcrowding issue, which is one of the key determinants of health
			✓✓	The sub area aims to connect communities by requiring new development on this site to improve the environment for people walking and cycling, strengthening the network of parks and improve the links between parks, the new tube station and other local facilities such as Walworth Academy, primary schools and shops on the Old Kent Road. The positive environment will help to encourage behavioural changes for active travel and social interaction and as a result reduce health inequalities.
IIAO 4	To reduce the incidence of crime and the fear of crime	✓✓	✓✓	Improved permeability through the delivery of excellent design, in accordance with the 'design out crime principles', will encourage street level activities, which in turn provide natural surveillance to reduce the perception of crime and incidence of crime. Activation of frontages will open up spaces to promote overlooking of communal areas and the feeling of public safety.
			✓✓	Providing new homes will result in more people in the local area, the increased presence and activity will result in greater natural surveillance within the locality which should reduce incidences and the fear of crime within the area.

IIAO 5	To promote social inclusion, equality, diversity and community cohesion	✓✓	✓✓	Activation of frontages and the communal amenity spaces will open up spaces to promote social interaction and the feeling of public safety.
			✓✓	The delivery of more homes, consisting of a mix of different sizes and tenures will bring more people to the area from a range of different backgrounds, this will create more opportunities for greater diversity within the area and encourage more community cohesion
IIAO 6	To reduce contributions to climate change	✓✓	✓	Carbon offset fund will be collected in the area from development where it is not feasible to achieve zero carbon emission on site. The planning contributions, paid as the shortfall in on site carbon saving, will be spent on offsetting measures to reduce carbon emission in the existing buildings across the area. As a result, this will help to achieve carbon reduction.
			✓✓	Being a net zero carbon Area Action Plan, all new development will achieve net zero carbon by meeting the highest on site performance including the highest environmental building standards and net zero electricity and heating systems, banning gas boilers as the permanent heating solutions. They will also be required to connect to or enable future connection to a district heat network, which provides a supply of low carbon heat to homes, businesses and public buildings. The current district heat network for Old Kent Road is SELCHP.
			✓✓	It creates an opportunity to take a holistic approach to enhancing environment and networks for cycling and walking through the site allocation requirement as part of the area-wide master planning to encourage active travel modes as an alternative to the usage of private car, which in turn significantly reduces contributions to climate change.
IIAO 7	To improve the air quality	✓	✓	In short term, air quality may be negatively impacted due to construction, where mitigation measures will be implemented. In long term, excellent design delivered through new developments within buildings and space in between will provide green infrastructure and encourage active travel modes including walking and cycling, which will in turn reduce the usage and emission of private cars (through phased plans for reducing parking provision and construction and transport management). It The design for green infrastructure will also effectively absorb greenhouse gases and reduce the concentration of air pollutants. It will significantly contribute to improving air quality and health of the communities.
			✓	The typologies in the masterplan promote mixed-use development including innovative solutions for mixing industrial development with new homes. Recognising that servicing is considered carefully to enable commercial premises to function without conflict with residential development, the plan sets out consolidation of servicing to enable more efficient movement of vehicles and reduce the pressure on the road network and improve air quality. It aims to maintain good air quality whilst ensuring efficient transport service is in place to support the vibrancy of businesses.
IIAO 8	To avoid waste and maximise, reuse or recycle waste arising as a resource	✓	✓	Substantial demolition and intensification of development will create new waste demands to be managed. In order to effectively manage waste and reduce waste going to landfill, new development is required to provide adequate management of waste from construction and intensified development in accordance with the waste management hierarchy. For new development on this site services will be provided by the Old Kent Road integrated waste management facility including materials recovery and mechanical biological treatment.
			✓✓	The development in the sub area will connect to SELCHP district heat network that turns waste into energy and converts the excess heat to heat that can be used in heating buildings. This is considered to be a renewable source of heat, a process to more sustainably manage waste through combustion, to reduce the amount of waste going to landfill.
IIAO 9	To encourage sustainable use of water resources	✓	✓	It could place additional pressures on the water network but development comes with the potential for water-recycling and sustainable water measures when development is in operation. The masterplan for the sub area and policies for new development on this site ensure proper water management is in place, including communal sustainable urban drainage systems (SuDS), to reduce water use, improve water quality, reuse rainwater and contain rainwater discharge.
IIAO 10	To maintain and enhance the quality of land and soils	✓	✓	New development will come forward on brownfield sites, providing opportunities to remediate contaminated land and utilise urban greening through the choice of the appropriate types and design of trees planting. As such, it helps to improve the soil quality with the creation of new green public space.
IIAO 11	To protect and enhance quality of landscape and townscape	✓	✓	A masterplan has been created for the sub area with respect to the history of the area, its existing character and townscape and strategic viewing considerations at a granular level. Informed by the masterplan, requirements for each site allocation within the sub area are carefully designed in terms of design guidance, heritage reservation and building height. In addition, the shared communal space on the ground floor will contribute to softening the landscape and townscape.
IIAO 12	To conserve and enhance the historic environment and cultural assets	✓	✓	The masterplan also takes into consideration for the sub area the history of the area, cultural assets and community heritage at a granular level. It informs both the site allocation requirements and the strategic planning for the whole sub area to enhance the historic environment and cultural assets. The site lies within the Background Assessment Area of LVMF view 23.1A from the centre of bridge over the Serpentine to the Palace of Westminster. The site falls within the Borough View of St Paul's Cathedral from One Tree Hill.

				<p>Tier 1 APA designation. The site is located in APA1- North Southwark and Roman Roads.</p> <p>Development will be respectful to the designations of conservation areas and listed buildings and designed in a way which seeks to enhance the setting of historical assets where relevant.</p>
IIAO 13	To protect and enhance open spaces, green corridors and biodiversity	✓✓	✓✓	<p>As part of Greener Belt Strategy, the sub area provides a strategic planning for new parks, new pedestrian and cycle links providing safe walking routes and green corridors between schools and local community facilities. In addition, development on the site allocations will be required to provide open and green spaces including play facilities and greenery, providing a tranquil environment and comfortable places to sit and socialise or rest.</p>
IIAO 14	To reduce vulnerability to flooding	✓	✓	<p>The sequential test confirms that the site (SFRA Level 2 - Analysis 14) will have a "more vulnerable" (residential and town centre uses) in Flood Zone 3 and therefore requires an additional exception test, which would be satisfied by the first criteria that the development proves to provide wider sustainability benefits to the community that outweigh flood risk. The site development will bring sustainability benefits as follows:</p> <ul style="list-style-type: none"> - The redevelopment will bring forward job opportunities with the retail and employment space reprovided at least the same amount currently on site, which will help tackle poverty - The redevelopment will provide new homes and create job opportunities during construction to tackle poverty - The site will enable skills to be developed by workers who are employed to carry out the construction. - The policy encourages the delivery of homes to increase housing supply within the borough. In the long-term, through the provision of more homes, including affordable homes, increased supply should improve the affordability of homes. The increased provision of affordable homes is encouraged through AAP4's fast track route for planning applications which trigger the affordable housing requirement. A lot of economic factors can impact upon housing price, which is an indicator of housing affordability. However, supply of more homes across London (in line with the draft London Plan housing target) in the long term will encourage the improved affordability of homes in the borough. - New residential provision will address the housing shortage, overcrowding and affordability issues, which are among the key determinants of public health - The provision of new town centre uses (including shops and retail outlets, professional services, food and drink and drinking establishments) will allow staff to gain new skills whilst working in these establishments - Improved frontages and permeability will encourage walkability and cycling, which will bring positive health effects by encouraging active travel modes - Improved permeability and activation of frontages will open up spaces to promote social interaction and the feeling of public safety. - The site is required to develop in a sensitive manner to the listed buildings, the open space, the conservation area, heritage assets and the borough view, and reflect existing building heights, so as to respect the local character, heritage and townscape <p>Application 18/AP/0928 is relevant to this site allocation, as planning permission has been granted. A Flood Risk Assessment was submitted with this application and has been considered in the decision making process. The site-specific FRA and drainage strategy demonstrate that the development will be safe for its lifetime taking account of the vulnerability of its users, without increasing flood risk elsewhere, and, where possible, reducing flood risk overall. Recommendations were set out in the case report to ensure this.</p> <p>No basements dwellings should be permitted in this area (Flood Zone 3).</p> <p>The Environment Agency were consulted during the planning process and they have advised that they would have no objection to the proposals.</p> <p>As such, the exception test is satisfied whereby flood risk to people and property will be managed satisfactorily, when allowing necessary development on this site to occur.</p>
IIAO 15	To provide everyone with the opportunity to live in a decent home	✓✓	✓✓	The policy will help to increase the amount of affordable tenure homes and the affordability of homes to address the needs of local people and to ensure that everyone has access to high quality housing, regardless of income.
			✓✓	The policy encourages the delivery of homes to increase housing supply within the borough. In the long-term, through the provision of more homes, including affordable homes, increased supply should improve the affordability of homes. The increased provision of affordable homes is encouraged through AAP4's fast track route for planning applications which trigger the affordable housing requirement.
			✓✓	Many economic factors can impact upon housing price, which is an indicator of housing affordability. However, supply of more homes across London (in line with the draft London Plan housing target) in the long term will encourage the improved affordability of homes in the borough.
			✓✓	By identifying development capacity for residential development, housing delivery is supported and accelerated. By increasing certainty around infrastructure requirements, housing growth should be sustained including affordable housing.
			✓✓	The increased delivery of housing and affordable housing should enable people in the borough who may have previously not have had a permanent

				home to be able to afford a home, and will enable families to remain residing in the same household or area if they choose to do so, which will have positive impacts for health and social cohesion.
IIAO 16	To promote sustainable transport and minimise the need to travel by car	✓✓	✓✓	In response to the Climate Emergency, the action area takes a people centred approach to movement with a particular focus on reducing the impact of carbon emissions from vehicles. Traffic movements will be reduced with the creation of safe and accessible walking and cycling routes, which become the first choice for moving around the area. Development on this site will create new walkable neighbourhood that is car free, provides cycle storage and enjoys the proximity to the new tube stations of the Bakerloo line extension.
IIAO 17	To provide the necessary infrastructure to support existing and future development	✓✓	✓✓	The efficient delivery of quality development in the area will accelerate Community Infrastructure Levy (CIL) payments and other financial contributions toward enhancement to infrastructure capacity and the cost of Bakerloo Line Extension. This is planned alongside the thorough phasing plan for new development on site to ensure the growth and regeneration of the area is well supported by the essential travel infrastructure.

OKR8: Kinglake Street Garages (NSP60)				
Site requirements				
<p>Redevelopment of the site must:</p> <ul style="list-style-type: none"> • Provide new homes and retail uses. <p>Redevelopment of the site may:</p> <ul style="list-style-type: none"> • Provide community uses. 				
Relevant planning applications				
16/AP/4589 (Under construction)				
282-286 Old Kent Road. Construction of a part 4, 6 and 7 storey mixed use development providing 105sqm commercial use (Class A1 and A2 Use), 68sqm community use (Class D Use) and 6 x 1 bed flats (including one wheelchair accessible flat), 9 x 2 bed flats (including one wheelchair accessible flat), 2 x 3 bed flats and 4 x part 2 / part 3 storey 3 bed mews houses together with associated landscaping works to Ivy Church Lane including the provision of two dedicated wheelchair accessible parking bays.				
IIA Objective	Description	Averaged Grading	Sub grading	Commentary
IIAO 1	To tackle poverty and encourage wealth creation	✓✓	✓✓	The site will provide opportunities for jobs within construction, retail and community facilities. The increase in the number of local jobs will tackle poverty by decreasing the employment rate and providing a stable income to a greater number of people, and will subsequently encourage wealth creation within the local community.
			✓✓	Aligning with the policies in the plan, at least 10% affordable workspace at discount market rents will be provided over 30 years by new development of over 500 sqm GIA (gross) of employment floorspace. This is part of the bow tie employment strategy, which works to prioritise industrial, distribution, warehousing and creative makerspaces in the area and ensure the residents are trained and ready to access the new job opportunities.
IIAO 2	To improve the education and skill of the population	✓✓	✓✓	The provision of new town centre (including shops and retail outlets, professional services, food and drink, drinking establishments) and community uses will allow staff to gain new skills whilst working in these establishments.
			✓✓	Aligning with the policies in the plan, major developments in the sub area will be required to provide specific programmes for mentorship, training or jobs for young people. As such, it will support the young generations to build up skills for employability and benefit from social regeneration.
			✓✓	Aligning with the policies in the plan, many new jobs and training opportunities will be generated in the sub area as the provision is required for planning applications during the construction phase and in completed developments.
IIAO 3	To improve the health of the population	✓✓	✓✓	New residential provision on site will help meet the housing needs and address the overcrowding issue, which is one of the key determinants of health.
			✓✓	The sub area aims to connect communities by requiring development on this site to improve the environment for people walking and cycling, strengthening the network of parks and improve the links between parks, the new tube station and other local facilities such as Walworth Academy, primary schools and shops on the Old Kent Road. The positive environment will help to encourage behavioural changes for active travel and social interaction and as a result reduce health inequalities.
IIAO 4	To reduce the incidence of crime and the fear of crime	✓✓	✓✓	Improved permeability through the delivery of excellent design, in accordance with the 'design out crime principles', will encourage street level activities, which in turn provide natural surveillance to reduce the perception of crime and incidence of crime. In keeping with this design principle, the activation of frontages will open up spaces to promote social interaction and the feeling of public safety.
			✓✓	Providing new homes will result in more people in the local area, the increased presence and activity will result in greater natural surveillance within the locality which should reduce incidences and the fear of crime within the area.

IIAO 5	To promote social inclusion, equality, diversity and community cohesion	✓✓	✓✓	The proposal will provide new community uses which should help encourage more community interaction with different groups within the local area providing more awareness of the diverse groups living within the area and encouraging community cohesion.
IIAO 6	To reduce contributions to climate change	✓✓	✓	Carbon offset fund will be collected in the area from development where it is not feasible to achieve zero carbon emission on site. The planning contributions, paid as the shortfall in on site carbon saving, will be spent on offsetting measures to reduce carbon emission in the existing buildings across the area. As a result, this will help to achieve carbon reduction.
			✓✓	Being a net zero carbon Area Action Plan, all new development will achieve net zero carbon by meeting the highest on site performance including the highest environmental building standards and net zero electricity and heating systems, banning gas boilers as the permanent heating solutions. They will also be required to connect to or enable future connection to a district heat network, which provides a supply of low carbon heat to homes, businesses and public buildings. The current district heat network for Old Kent Road is SELCHP.
			✓✓	It creates an opportunity to take a holistic approach to enhancing environment and networks for cycling and walking through the area-wide master planning to encourage active travel modes as an alternative to the usage of private car, which in turn significantly reduces contributions to climate change.
IIAO 7	To improve the air quality	✓✓	✓✓	In short term, air quality may be negatively impacted due to construction, where mitigation measures will be implemented. In long term, excellent design delivered through new developments within buildings and space in between will provide green infrastructure and encourage active travel modes including walking and cycling, which will in turn reduce the usage and emission of private cars (through phased plans for reducing parking provision and construction and transport management). The design for green infrastructure will also effectively absorb greenhouse gases and reduce the concentration of air pollutants. It will significantly contribute to improving air quality and health of the communities.
IIAO 8	To avoid waste and maximise, reuse or recycle waste arising as a resource	✓	-	Substantial demolition and intensification of development will create new waste demands to be managed. In order to effectively manage waste and reduce waste going to landfill, new development is required to provide adequate management of waste from construction and intensified development in accordance with the waste management hierarchy. For new development on this site services will be provided by the Old Kent Road integrated waste management facility including materials recovery and mechanical biological treatment.
			✓✓	The development in the sub area will connect to SELCHP district heat network that turns waste into energy and converts the excess heat to heat that can be used in heating buildings. This is considered to be a renewable source of heat, a process to more sustainably manage waste through combustion, to reduce the amount of waste going to landfill.
IIAO 9	To encourage sustainable use of water resources	✓	✓	It could place additional pressures on the water network but development comes with the potential for water-recycling and sustainable water measures when development is in operation. The masterplan for the sub area and policies for new development in the area ensure proper water management is in place, including communal sustainable urban drainage systems (SuDS), to reduce water use, improve water quality, reuse rainwater and contain rainwater discharge.
IIAO 10	To maintain and enhance the quality of land and soils	✓	✓	New development will come forward on brownfield sites, providing opportunities to remediate contaminated land and utilise urban greening through the choice of the appropriate types and design of trees planting. As such, it helps to improve the soil quality with the creation of new green public space.
IIAO 11	To protect and enhance quality of landscape and townscape	✓	✓	A masterplan has been created for the sub area with respect to the history of the area, its existing character and townscape and strategic viewing considerations at a granular level. Informed by the masterplan, requirements for each site allocation within the sub area are carefully designed in terms of design guidance, heritage reservation and building height. The site will provide and new landscaping and improved public realm. Enhanced high-quality public realm should also provide for a much improved engaging townscape which allows for freer movement and social interaction.
IIAO 12	To conserve and enhance the historic environment and cultural assets	✓	✓	The masterplan also takes into consideration for the sub area the history of the area, cultural assets and community heritage at a granular level. It informs both the site allocation requirements and the strategic planning for the whole sub area to enhance the historic environment and cultural assets.
				The site lies within the Background Assessment Area of LVMF view 23.1A from the centre of bridge over the Serpentine to the Palace of Westminster. The site falls within the Borough View of St Paul's Cathedral from One Tree Hill.
				Tier 1 APA designation. The site is located in APA1- North Southwark and Roman Roads.
				Development will be respectful to the designations of conservation areas and listed buildings and designed in a way which seeks to enhance the setting of historical assets where relevant.

IIAO 13	To protect and enhance open spaces, green corridors and biodiversity	✓✓	✓✓	<p>As part of Greener Belt Strategy, the sub area provides a strategic planning for new parks, new pedestrian and cycle links providing safe walking routes and green corridors between schools and local community facilities. In addition, development on the site allocations will be required to provide open and green spaces including play facilities and greenery, providing a tranquil environment and comfortable places to sit and socialise or rest.</p> <p>The proposal would include shrub planting in front of the new houses and 4 new trees on the parking/access strip on Ivy Church Lane A biodiverse roof is also proposed to development granted which will encourage biodiversity.</p>
IIAO 14	To reduce vulnerability to flooding	✓	✓	<p>The sequential test confirms that the site (SFRA Level 2 - Analysis 15) will have a “more vulnerable” use (mixed use including town centre, residential and community uses) in Flood Zone 3 and therefore requires an additional exception test, which would be satisfied by the first criteria that the development proves to provide wider sustainability benefits to the community that outweigh flood risk. The site development will bring sustainability benefits as follows:</p> <ul style="list-style-type: none"> - The redevelopment will provide new homes and create job opportunities during construction to tackle poverty - The site will enable skills to be developed by workers who are employed to carry out the construction - The policy encourages the delivery of homes to increase housing supply within the borough. In the long-term, through the provision of more homes, including affordable homes, increased supply should improve the affordability of homes. The increased provision of affordable homes is encouraged through AAP4’s fast track route for planning applications which trigger the affordable housing requirement. A lot of economic factors can impact upon housing price, which is an indicator of housing affordability. However, supply of more homes across London (in line with the draft London Plan housing target) in the long term will encourage the improved affordability of homes in the borough. - New residential provision will address the housing shortage, overcrowding and affordability issues, which are among the key determinants of public health - Improved frontages and green links will encourage walkability and cycling, which will bring positive health effects by encouraging active travel modes - Improved permeability and activation of frontages will open up spaces to promote social interaction and the feeling of public safety. - The creation of new green links will combat severance between communities and encourage community interaction - Priority in walking and cycling in the design requirement of the site will promote active travel modes and reduce the incentive of driving, thus improving air quality and contributing to reduction in greenhouse emissions - The site is required to develop in a sensitive manner to the listed buildings, the open space and heritage assets, and reflect existing building heights, so as to respect the local character, heritage and townscape - The accessibility to Brockwell Park will be enhanced by the new pedestrian link of Half Moon Line, which will promote the public appreciation of the significant green space and improve the green linkages. As such it will promote the green corridors and biodiversity <p>To meet the second requirement that the development is safe for its lifetime, recommendations are set out in the report including site specific emergency evacuation procedures, flood resilient construction techniques and SuDS. No basement dwellings should be permitted in this area (Flood Zone 3).</p> <p>Application 16/AP/4589 is relevant to this site allocation, as planning permission has been granted. A Flood Risk Assessment was submitted with this application and has been considered in the decision making process. The site-specific FRA proposes flood resilience measures, emergency evacuation procedures and construction techniques such as water tight doors, water proof construction techniques and usage of sensitive materials above ground.</p> <p>The Environment Agency were consulted during the planning process for all applications and they have advised that they would have no objection to the proposals.</p> <p>As such, the exception test is satisfied whereby flood risk to people and property will be managed satisfactorily, when allowing necessary development on this site to occur.</p>
IIAO 15	To provide everyone with the opportunity to live in a decent home	✓✓	✓✓ ✓✓ ✓✓	<p>The policy will help to increase the amount of affordable tenure homes and the affordability of homes to address the needs of local people and to ensure that everyone has access to high quality housing, regardless of income.</p> <p>The policy encourages the delivery of homes to increase housing supply within the borough. In the long-term, through the provision of more homes, including affordable homes, increased supply should improve the affordability of homes. The increased provision of affordable homes is encouraged through AAP4’s fast track route for planning applications which trigger the affordable housing requirement.</p> <p>Many economic factors can impact upon housing price, which is an indicator of housing affordability. However, supply of more homes across</p>

				London (in line with the draft London Plan housing target) in the long term will encourage the improved affordability of homes in the borough.
			✓✓	By identifying development capacity for residential development, housing delivery is supported and accelerated. By increasing certainty around infrastructure requirements, housing growth should be sustained including affordable housing.
			✓✓	The increased delivery of housing and affordable housing should enable people in the borough who may have previously not have had a permanent home to be able to afford a home, and will enable families to remain residing in the same household or area if they choose to do so, which will have positive impacts for health and social cohesion.
IIAO 16	To promote sustainable transport and minimise the need to travel by car	✓✓	✓✓	<p>In response to the Climate Emergency, the action area takes a people centred approach to movement with a particular focus on reducing the impact of carbon emissions from vehicles. Traffic movements will be reduced with the creation of safe and accessible walking and cycling routes, which become the first choice for moving around the area.</p> <p>The development proposals include a total of 36 cycle spaces for the residential scheme. The terrace of houses will have private cycle stores, (2 per dwelling) within the gardens. Storage for 28 bicycles would be provided within the ground floor of the flatted block. Two spaces would also be provided for the commercial unit. Ensuring provision for cycle storage will help to encourage residents to use more active modes of transport and minimise the need to travel by car. In addition, The proposal would result in the loss of 48 garages and 4 external parking spaces.</p>
IIAO 17	To provide the necessary infrastructure to support existing and future development	✓✓	✓✓	The site should accommodate community uses. These could include nurseries, day centres, schools, art galleries, gymnasiums, cinemas and training centres which are all important facilities for community and cultural uses within the borough to support existing and future development.
			✓✓	The efficient delivery of quality development in the area will accelerate Community Infrastructure Levy (CIL) payments and other financial contributions toward enhancement to infrastructure capacity and the cost of Bakerloo Line Extension. This is planned alongside the thorough phasing plan for new development on this site to ensure the growth and regeneration of the area is well supported by the essential travel infrastructure.

OKR9: 4/12 Albany Road (NSP61)

Site requirements

Redevelopment of the site must:

- Provide new homes, retail uses on the Old Kent Road frontage and replace the existing employment uses on the site.

Redevelopment of the site may:

- Provide community uses.

IIA Objective	Description	Averaged Grading	Sub grading	Commentary
IIAO 1	To tackle poverty and encourage wealth creation	✓✓	✓✓	The site will provide opportunities for jobs within construction, offices, retail and community facilities. The increase in the number of local jobs will tackle poverty by decreasing the employment rate and providing a stable income to a greater number of people, and will subsequently encourage wealth creation within the local community.
			✓✓	Aligning with the policies in the plan, at least 10% affordable workspace at discount market rents will be provided over 30 years by new development of over 500 sqm GIA (gross) of employment floorspace. This is part of the bow tie employment strategy, which works to prioritise industrial, distribution, warehousing and creative makerspaces in the area and ensure the residents are trained and ready to access the new job opportunities.
IIAO 2	To improve the education and skill of the population	✓✓	✓✓	The provision of new town centre (including shops and retail outlets, professional services, food and drink, drinking establishments) and community uses will allow staff to gain new skills whilst working in these establishments.
			✓✓	Aligning with the policies in the plan, major developments in the sub area will be required to provide specific programmes for mentorship, training or jobs for young people. As such, it will support the young generations to build up skills for employability and benefit from social regeneration.
			✓✓	Aligning with the policies in the plan, many new jobs and training opportunities will be generated in the sub area as the provision is required for planning applications during the construction phase and in completed developments.
IIAO 3	To improve the health of the population	✓✓	✓✓	New residential provision on site will help meet the housing needs and address the overcrowding issue, which is one of the key determinants of health.
			✓✓	The sub area aims to connect communities by requiring development on this site to improve the environment for people walking and cycling, strengthening the network of parks and improve the links between parks, the new tube station and other local facilities such as Walworth Academy, primary schools and shops on the Old Kent Road. The positive environment will help to encourage behavioural changes for active travel and social interaction and as a result reduce health inequalities.
IIAO 4	To reduce the incidence of crime and the fear of crime	✓✓	✓✓	Improved permeability through the delivery of excellent design, in accordance with the 'design out crime principles', will encourage street level activities, which in turn provide natural surveillance to reduce the perception of crime and incidence of crime. In keeping with this design principle, the activation of frontages will open up spaces to promote social interaction and the feeling of public safety.
			✓✓	Providing new homes will result in more people in the local area, the increased presence and activity will result in greater natural surveillance within the locality which should reduce incidences and the fear of crime within the area.
IIAO 5	To promote social inclusion, equality, diversity and community cohesion	✓✓	✓✓	The proposal will provide new D uses which should help encourage more community interaction with different groups within the local area providing more awareness of the diverse groups living within the area and encouraging community cohesion.
			✓✓	Providing new homes will result in more people in the local area, the increased presence and activity will result in greater natural surveillance within the locality which should reduce incidences and the fear of crime within the area.

IIAO 6	To reduce contributions to climate change	✓	✓	Carbon offset fund will be collected in the area from development where it is not feasible to achieve zero carbon emission on site. The planning contributions, paid as the shortfall in on site carbon saving, will be spent on offsetting measures to reduce carbon emission in the existing buildings across the area. As a result, this will help to achieve carbon reduction.
			✓✓	Being a net zero carbon Area Action Plan, all new development will achieve net zero carbon by meeting the highest on site performance including the highest environmental building standards and net zero electricity and heating systems, banning gas boilers as the permanent heating solutions. They will also be required to connect to or enable future connection to a district heat network, which provides a supply of low carbon heat to homes, businesses and public buildings. The current district heat network for Old Kent Road is SELCHP.
			✓✓	It creates an opportunity to take a holistic approach to enhancing environment and networks for cycling and walking through the area-wide master planning to encourage active travel modes as an alternative to the usage of private car, which in turn significantly reduces contributions to climate change.
IIAO 7	To improve the air quality	✓✓	✓✓	In short term, air quality may be negatively impacted due to construction, where mitigation measures will be implemented. In long term, excellent design delivered through new developments within buildings and space in between will provide green infrastructure and encourage active travel modes including walking and cycling, which will in turn reduce the usage and emission of private cars (through phased plans for reducing parking provision and construction and transport management). The design for green infrastructure will also effectively absorb greenhouse gases and reduce the concentration of air pollutants. It will significantly contribute to improving air quality and health of the communities.
			✓✓	The typologies in the masterplan promote mixed-use development including innovative solutions for mixing industrial development with new homes. Recognising that servicing is considered carefully to enable commercial premises to function without conflict with residential development, the plan sets out consolidation of servicing to enable more efficient movement of vehicles and reduce the pressure on the road network and improve air quality. It aims to maintain good air quality whilst ensuring efficient transport service is in place to support the vibrancy of businesses.
IIAO 8	To avoid waste and maximise, reuse or recycle waste arising as a resource	✓	-	Substantial demolition and intensification of development will create new waste demands to be managed. In order to effectively manage waste and reduce waste going to landfill, new development is required to provide adequate management of waste from construction and intensified development in accordance with the waste management hierarchy. For new development on this site services will be provided by the Old Kent Road integrated waste management facility including materials recovery and mechanical biological treatment.
			✓✓	The development in the sub area will connect to SELCHP district heat network that turns waste into energy and converts the excess heat to heat that can be used in heating buildings. This is considered to be a renewable source of heat, a process to more sustainably manage waste through combustion, to reduce the amount of waste going to landfill.
IIAO 9	To encourage sustainable use of water resources	✓✓	✓✓	It could place additional pressures on the water network but development comes with the potential for water-recycling and sustainable water measures when development is in operation. The masterplan for the sub area and policies for new development on this site ensure proper water management is in place, including communal sustainable urban drainage systems (SuDS), to reduce water use, improve water quality, reuse rainwater and contain rainwater discharge.
IIAO 10	To maintain and enhance the quality of land and soils	✓	✓	New development will come forward on brownfield sites, providing opportunities to remediate contaminated land and utilise urban greening through the choice of the appropriate types and design of trees planting. As such, it helps to improve the soil quality with the creation of new green public space
IIAO 11	To protect and enhance quality of landscape and townscape	✓	✓	A masterplan has been created for the sub area with respect to the history of the area, its existing character and townscape and strategic viewing considerations at a granular level. Informed by the masterplan, requirements for each site allocation within the sub area are carefully designed in terms of design guidance, heritage reservation and building height.
IIAO 12	To conserve and enhance the historic environment and cultural assets	✓	✓	<p>The masterplan also takes into consideration for the sub area the history of the area, cultural assets and community heritage at a granular level. It informs both the site allocation requirements and the strategic planning for the whole sub area to enhance the historic environment and cultural assets.</p> <p>The site is in close proximity of the Grade II listed former Fire Station on Shorncliffe Road. The unlisted Thomas A. Beckett Pub adjacent to the site is of architectural and historic interest.</p> <p>The site lies within the Borough View of St Paul's Cathedral from Nunhead Cemetery.</p> <p>1 APA designation. The site is located in APA1- North Southwark and Roman Roads.</p> <p>Development will be respectful to the designations of conservation areas and listed buildings and designed in a way which seeks to enhance the setting of historical assets where relevant.</p>

IIAO 13	To protect and enhance open spaces, green corridors and biodiversity	✓	✓	<p>The site is in proximity of the entrance to Burgess Park (Metropolitan Open Land).</p> <p>Development should seek to enhance open spaces near the site.</p>
			✓	<p>As part of Greener Belt Strategy, the sub area provides a strategic planning for new parks, new pedestrian and cycle links providing safe walking routes and green corridors between schools and local community facilities. In addition, development on the site allocations will be required to provide open and green spaces including play facilities and greenery, providing a tranquil environment and comfortable places to sit and socialise or rest.</p>
IIAO 14	To reduce vulnerability to flooding	✓	✓	<p>The sequential test confirms that the site (SFRA Level 2 - Analysis 15) will have a “more vulnerable” use (mixed use including residential, employment, town centre and community uses) in Flood Zone 3 and therefore requires an additional exception test, which would be satisfied by the first criteria that the development proves to provide wider sustainability benefits to the community that outweigh flood risk. The site development will bring sustainability benefits as follows:</p> <ul style="list-style-type: none"> - The redevelopment will provide new homes and create job opportunities during construction to tackle poverty - The site will enable skills to be developed by workers who are employed to carry out the construction - The policy encourages the delivery of homes to increase housing supply within the borough. In the long-term, through the provision of more homes, including affordable homes, increased supply should improve the affordability of homes. The increased provision of affordable homes is encouraged through AAP4’s fast track route for planning applications which trigger the affordable housing requirement. A lot of economic factors can impact upon housing price, which is an indicator of housing affordability. However, supply of more homes across London (in line with the draft London Plan housing target) in the long term will encourage the improved affordability of homes in the borough. - New residential provision will address the housing shortage, overcrowding and affordability issues, which are among the key determinants of public health - Improved permeability and activation of frontages will open up spaces to promote social interaction and the feeling of public safety. - The proposal will provide new community uses which should help encourage more community interaction with different groups within the local area providing more awareness of the diverse groups living within the area and encouraging community cohesion. - Improved frontages and green links will encourage walkability and cycling, which will bring positive health effects by encouraging active travel modes - The site is required to develop in a sensitive manner to the listed buildings, the open space and heritage assets, and reflect existing building heights, so as to respect the local character, heritage and townscape - The site should accommodate community uses. These could include nurseries, day centres, schools, art galleries, gymnasiums, cinemas and training centres. These are all important facilities for community and cultural uses within the borough to support existing and future development. <p>To meet the second requirement that the development is safe for its lifetime, recommendations are set out in the report including site specific emergency evacuation procedures, flood resilient construction techniques and SuDS. No basement dwellings should be permitted in this area (Flood Zone 3).</p> <p>As such, the exception test is satisfied whereby flood risk to people and property will be managed satisfactorily, when allowing necessary development on this site to occur.</p>
IIAO 15	To provide everyone with the opportunity to live in a decent home	✓✓	✓✓	The policy will help to increase the amount of affordable tenure homes and the affordability of homes to address the needs of local people and to ensure that everyone has access to high quality housing, regardless of income.
			✓✓	The policy encourages the delivery of homes to increase housing supply within the borough. In the long-term, through the provision of more homes, including affordable homes, increased supply should improve the affordability of homes. The increased provision of affordable homes is encouraged through AAP4’s fast track route for planning applications which trigger the affordable housing requirement. .
			✓✓	Many economic factors can impact upon housing price, which is an indicator of housing affordability. However, supply of more homes across London (in line with the draft London Plan housing target) in the long term will encourage the improved affordability of homes in the borough.

			✓✓	By identifying development capacity for residential development, housing delivery is supported and accelerated. By increasing certainty around infrastructure requirements, housing growth should be sustained including affordable housing.
			✓✓	The increased delivery of housing and affordable housing should enable people in the borough who may have previously not have had a permanent home to be able to afford a home, and will enable families to remain residing in the same household or area if they choose to do so, which will have positive impacts for health and social cohesion.
IIAO 16	To promote sustainable transport and minimise the need to travel by car	✓	✓	In response to the Climate Emergency, the action area takes a people centred approach to movement with a particular focus on reducing the impact of carbon emissions from vehicles. Traffic movements will be reduced with the creation of safe and accessible walking and cycling routes, which become the first choice for moving around the area. New development will create a new walkable neighbourhood that will be car free, provide cycle storage and enjoy the proximity to the new tube stations of the Bakerloo line extension.
IIAO 17	To provide the necessary infrastructure to support existing and future development	✓✓	✓✓	The site should accommodate D uses. These could include nurseries, day centres, schools, art galleries, gymnasiums, cinemas and training centres. These are all important facilities for community and cultural uses within the borough to support existing and future development.
			✓✓	The efficient delivery of quality development in the area will accelerate Community Infrastructure Levy (CIL) payments and other financial contributions toward enhancement to infrastructure capacity and the cost of Bakerloo Line Extension. This is planned alongside the thorough phasing plan for new development on this site to ensure the growth and regeneration of the area is well supported by the essential travel infrastructure.

Detailed integrated impact assessment for:

Sub Area 2: Cantium Retail Park and Marlborough Grove

Including:

- OKR 10 – Land bounded by Glengall Road, Latona Road and Old Kent Road (NSP63)
- OKR 11 – Marlborough Grove and St. James’s Road (NSP64)
- OKR 12 – Former Southern Railway Stables (NSP62)

IIAO	Sub Area 2				OKR10/ NSP63	OKR11/ NSP64	OKR12/ NSP62
	Area wide	S	M	L			
IIAO 1	✓✓	✓	✓✓	✓✓	✓✓	✓✓	✓✓
IIAO 2	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓
IIAO 3	✓✓	✓	✓✓	✓✓	✓✓	✓✓	✓✓
IIAO 4	✓	-	✓	✓	✓✓	✓✓	✓✓
IIAO 5	✓✓	-	✓✓	✓✓	✓✓	✓✓	✓✓
IIAO 6	✓✓	✓✓	✓✓	✓✓	✓	✓	✓✓
IIAO 7	✓✓	-	✓✓	✓✓	✓	✓✓	✓✓
IIAO 8	✓	✓	✓	✓	✓✓	✓	✓
IIAO 9	✓	✓	✓	✓	✓	✓	✓
IIAO 10	✓	✓	✓	✓	✓	✓	✓
IIAO 11	✓	✓	✓	✓	✓	✓	✓
IIAO 12	✓	-	✓	✓	✓	✓	✓✓
IIAO 13	✓	-	✓	✓	✓✓	✓✓	✓✓
IIAO 14	✓	-	✓	✓	✓	✓	✓
IIAO 15	✓✓	-	✓✓	✓✓	✓✓	✓✓	✓✓
IIAO 16	✓✓	-	✓✓	✓✓	✓	✓	✓
IIAO 17	✓✓	✓	✓✓	✓✓	✓✓	✓✓	✓✓
Avg.	79%	32%	79%	79%	79%	76%	82%

Sub Area 2: Cantium Retail Park and Marlborough Grove

Sub Area 2: Cantium Retail Park and Marlborough Grove						
IIA Objective	Description	Area-wide	Timescale			Commentary
			Short term	Medium term	Long term	
IIAO 1	To tackle poverty and encourage wealth creation	✓✓	✓	✓✓	✓✓	The area-wide redevelopment will revitalise the neighbourhood with an improved living environment that will encourage inward investment and boost local economy such as retail uses serving the local community. For example, OKR10 (Land bounded by Glengall Road, Latona Road and Old Kent Road), current home to existing 41 businesses will be redeveloped into a mixed-use scheme which see 2,430 new jobs and 4,800 new homes.
		✓✓	✓	✓✓	✓✓	The growing population under the intensification and revitalisation of the existing industrial and residential area will produce economic synergy by creating new job opportunities for local residents and providing enterprise opportunities in the business area.
		✓✓	✓	✓✓	✓✓	Aligning with the policies in the plan, at least 10% affordable workspace at discount market rents will be provided over 30 years by new development of over 500 sqm GIA (gross) of employment floorspace. This is part of the bow tie employment strategy, which works to prioritise industrial, distribution, warehousing and creative makerspaces in the area and ensure the residents are trained and ready to access the new job opportunities.
	Average Scoring	✓✓	✓	✓✓	✓✓	
IIAO 2	To improve the education and skill of the population	✓✓	✓	✓	✓✓	The sub area 2 will see the potential of a new primary school as part of the site allocation OKR 10 alongside the expansion of existing schools to provide high quality education opportunities for the new generations in the area.
		✓✓	✓✓	✓✓	✓✓	Aligning with the policies in the plan, major developments in the sub area will be required to provide specific programmes for mentorship, training or jobs for young people. As such, it will support the young generations to build up skills for employability and benefit from social regeneration.
		✓✓	✓✓	✓✓	✓✓	Aligning with the policies in the plan, many new jobs and training opportunities will be generated in the sub area as the provision is required for planning applications during the construction phase and in completed developments.
	Average Scoring	✓✓	✓✓	✓✓	✓✓	
IIAO 3	To improve the health of the population	✓✓	✓	✓✓	✓✓	The area vision looks to deliver excellent design that expresses timeless quality and variety within buildings and public spaces in between, contributing to the sense of different districts and to the health and well-being of communities across the

						development area.
		✓✓	✓	✓✓	✓✓	The sub area aims to connect communities by requiring development to improve the environment for people walking and cycling, strengthening the network of parks and improve the links between parks, the new tube station and other local facilities such as a new sports hall, primary schools and shops on the Peckham Park Road. The positive environment will help to encourage behavioural changes for active travel and social interaction and as a result reduce health inequalities.
	Average Scoring	✓✓	✓	✓✓	✓✓	
IIO 4	To reduce the incidence of crime and the fear of crime	✓	-	✓	✓	Improved permeability through the delivery of excellent design, in accordance with the 'design out crime principles', will encourage street level activities, which in turn provide natural surveillance to reduce the perception of crime and incidence of crime.
IIO 5	To promote social inclusion, equality, diversity and community cohesion	✓✓	-	✓✓	✓✓	Aligning with the policies in the plan, it will deliver mixed communities on different income levels and social backgrounds with the tenure-blind approach and at least 35% affordable housing with preference to social rented housing.
		✓✓	-	✓✓	✓✓	Recognising the potential of regeneration with new residents whilst protecting existing communities, the redevelopment will offer a range of housing tenures and sizes, phased over a number of years, to attract and facilitate existing residents to stay and benefit from the improved connections, facilities and communities.
		✓✓	-	✓✓	✓✓	A wide range of community infrastructure will be provided to serve the area, including schools, new parks, sports facilities and new civic spaces such as Frensham Street and Leyton Square to promote social interaction, participation and cohesion among residents on different backgrounds.
		✓✓	✓✓	✓✓	✓✓	To ensure planning works to benefit all from regeneration, a Social Regeneration Charter is drawn up for the area which sets out detailed aims for reducing social, economic and health inequalities and explains how the council will monitor the progress towards achieving a number of promises which the council has made to the community.
	Average Scoring	✓✓	-	✓✓	✓✓	
IIO 6	To reduce contributions to climate change	✓	✓	✓	✓	Carbon offset fund will be collected in the area from development where it is not feasible to achieve zero carbon emission on site. The planning contributions, paid as the shortfall in on site carbon saving, will be spent on offsetting measures to reduce carbon emission in the existing buildings across the area. As a result, this will help to achieve carbon reduction.
		✓✓	✓✓	✓✓	✓✓	Being a net zero carbon Area Action Plan, all new development will achieve net zero carbon by meeting the highest on site performance including the highest environmental building standards and net zero electricity and heating systems, banning gas boilers as the permanent heating solutions. They will also be required to connect to or enable future connection to a district heat network, which provides a supply of low carbon heat to homes, businesses and public buildings. The current

						district heat network for Old Kent Road is SELCHP.
		✓✓	✓	✓✓	✓✓	It creates an opportunity to take a holistic approach to enhancing environment and networks for cycling and walking through the area-wide master planning to encourage active travel modes as an alternative to the usage of private car, which in turn significantly reduces contributions to climate change.
	Average Scoring	✓✓	✓✓	✓✓	✓✓	
IIAO 7	To improve the air quality	✓✓	-	✓✓	✓✓	In short term, air quality may be negatively impacted due to construction, where mitigation measures will be implemented. In long term, excellent design delivered through new developments within buildings and space in between will provide green infrastructure and encourage active travel modes including walking and cycling, which will in turn reduce the usage and emission of private cars (through phased plans for reducing parking provision and construction and transport management). It The design for green infrastructure will also effectively absorb greenhouse gases and reduce the concentration of air pollutants. It will significantly contribute to improving air quality and health of the communities.
		✓✓	-	✓✓	✓✓	The typologies in the masterplan promote mixed-use development including innovative solutions for mixing industrial development with new homes. Recognising that servicing is considered carefully to enable commercial premises to function without conflict with residential development, the plan sets out consolidation of servicing to enable more efficient movement of vehicles and reduce the pressure on the road network and improve air quality. It aims to maintain good air quality whilst ensuring efficient transport service is in place to support the vibrancy of businesses.
	Average Scoring	✓✓	-	✓✓	✓✓	
IIAO 8	To avoid waste and maximise, reuse or recycle waste arising as a resource	-	-	-	-	Substantial demolition and intensification of development will create new waste demands to be managed. In order to effectively manage waste and reduce waste going to landfill, new development is required to provide adequate management of waste from construction and intensified development in accordance with the waste management hierarchy. The sub area consists of an integrated waste management facility for the development within the opportunity area.
		✓✓	✓✓	✓✓	✓✓	The development in the sub area will connect to SELCHP district heat network that turns waste into energy and converts the excess heat to heat that can be used in heating buildings. This is considered to be a renewable source of heat, a process to more sustainably manage waste through combustion, to reduce the amount of waste going to landfill.
	Average Scoring	✓	✓	✓	✓	
IIAO 9	To encourage sustainable use of water resources	✓	✓	✓	✓	It could place additional pressures on the water network but development comes with the potential for water-recycling and sustainable water measures when development is in operation. The masterplan for the sub area and policies for new development in

						the area ensure proper water management is in place, including communal sustainable urban drainage systems (SuDS), to reduce water use, improve water quality, reuse rainwater and contain rainwater discharge.
IIAO 10	To maintain and enhance the quality of land and soils	✓	✓	✓	✓	New development will come forward on brownfield sites, providing opportunities to remediate contaminated land and utilise urban greening through the choice of the appropriate types and design of trees planting. As such, it helps to improve the soil quality with the creation of new green public space.
IIAO 11	To protect and enhance quality of landscape and townscape	✓	✓	✓	✓	A masterplan has been created for the sub area with respect to the history of the area, its existing character and townscape and strategic viewing considerations at a granular level. Informed by the masterplan, requirements for each site allocation within the sub area are carefully designed in terms of design guidance, heritage reservation and building height guidance. For example, for OKR11, the scale of development will be the 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 sites.
IIAO 12	To conserve and enhance the historic environment and cultural assets	✓	-	✓	✓	The masterplan also takes into consideration for the sub area the history of the area, cultural assets and community heritage at a granular level, including the bottling factory on Ossory Road and the chimneys on Bianca Road. It informs both the site allocation requirements and the strategic planning for the whole sub area to enhance the historic environment and cultural assets.
IIAO 13	To protect and enhance open spaces, green corridors and biodiversity	✓	-	✓	✓	As part of the Greener Belt Strategy, the sub area provides a strategic planning for new parks, new pedestrian and cycle links providing safe walking routes and green corridors between schools and local community facilities. In addition, development on the site allocations will be required to provide open and green spaces including play facilities and greenery, providing a tranquil environment and comfortable places to sit and socialise or rest.
IIAO 14	To reduce vulnerability to flooding	✓	-	✓	✓	<p>Developing at higher densities could free up more space for landscape enhancements and flood mitigation measures as part of new and improved open spaces and public realm. Meanwhile, the plan requires flood risk to be reduced through implementing onsite sustainable urban drainage measures.</p> <p>Strategic flood risk assessment Level 2 has been prepared to assess the site allocations within the sub area. It provides evidence to ensure the proposed land uses are compatible with the relevant flood zone (i.e. passed the sequential test) and the sites having 'a more vulnerable use' have satisfied the exception test whereby flood risk to people and property will be managed satisfactorily, when allowing necessary development on this site to occur.</p> <p>Moreover, a detailed site-specific SFRA will be required for development on each site allocation to ensure flood risks will be properly mitigated and minimise flood risk to the wider area through measures on site as mentioned above.</p>
IIAO 15	To provide everyone with the opportunity to	✓✓	-	✓✓	✓✓	It delivers homes and a wider urban environment suitable for residents at all stages in their lives, encouraging people to live and work locally. This will include excellent

	live in a decent home					<p>cycling provision, safe secure streets with good building frontages and a choice of homes including a range of different sized homes, generous space standards and provision of specialist housing.</p> <p>Aiming to deliver regeneration that works for all, the redevelopment will provide a range of housing tenures and sizes to attract both new and existing residents, phased over a number of years to facilitate existing residents to move in to benefit the improved connections, facilities and communities.</p> <p>A Community Review Panel is also set up to help the council better understand the needs of the local community. This panel will comment on plans for development in the area, giving independent advice on planning and discussing important issues including housing, transport, public and green spaces, and the environment</p>
		✓✓	-	✓✓	✓✓	
	Average Scoring	✓✓	-	✓✓	✓✓	
IIAO 16	To promote sustainable transport and minimise the need to travel by car	✓✓	-	✓✓	✓✓	<p>In response to the Climate Emergency, the action area takes a people centred approach to movement with a particular focus on reducing the impact of carbon emissions from vehicles. Traffic movements will be reduced with the creation of safe and accessible walking and cycling routes, which become the first choice for moving around the area. New walkable neighbourhoods will benefit from the new parks and spaces in the greener belt, new developments that will be car free and the proximity to the new tube stations of the Bakerloo line extension.</p> <p>The transition to less polluting and low carbon vehicles, such as electric vehicles, will be supported especially for commercial vehicles, which are using the street the most. As such, the sub area will provide the required infrastructure to support the transition to net zero carbon with the reliable source of fuel or electricity for the convenient and security of business operation.</p>
IIAO 17	To provide the necessary infrastructure to support existing and future development	✓✓	✓	✓✓	✓✓	<p>The efficient delivery of quality development in the area will accelerate Community Infrastructure Levy (CIL) payments and other financial contributions toward enhancement to infrastructure capacity and the cost of Bakerloo Line Extension. This is planned alongside the thorough phasing plan for new development in the area to ensure the growth and regeneration of the area is well supported by the essential travel infrastructure.</p> <p>In addition, a wide range of infrastructure, serving economic, social and environmental purposes will be delivered to increase the capacity in supporting the existing and new residents and fostering cohesive and well-connected communities.</p>

OKR10: Land bounded by Glengall Road, Latona Road and Old Kent Road (NSP63)

Site requirements

Redevelopment of the site must:

- Provide new homes); and
- Replace existing employment floorspace 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 on the Old Kent Road high street ; and
- Provide active frontages on Old Kent Road through provision of retail, business or community and cultural uses; and
- Provide community uses and cultural uses; and
- Provide open space including the Surrey Canal Linear Park and the pocket parks at Asda and Mcdonalds.

Redevelopment of the part of the site designated as a Locally Significant Industrial Site (west of Ossory Road) must:

- Provide new homes; and
- Provide industrial uses (light industrial uses and warehouse/distribution).

Applications relevant to this site

17/AP/2773 (Approved)

Malt Street

Hybrid application comprising a full planning application for Phase 1 (the 'Detailed Component') and outline planning permission (the 'Outline Component') for Phases 2 & 3:

Detailed Component (Phase 1):

Full planning permission for the demolition of existing buildings and structures and redevelopment of the central area for the erection of a total of 4 buildings, two at 7 storeys (Buildings B9& part B12), one at 15 storeys (Building B10), and one at 44 storeys (Building B4) (max height 147.12m AOD) to provide 420 homes, 1,197 sqm GEA of Class B1(c) floorspace and 785 sqm GEA of non-residential floor space within classes A1-A4 (retail), Class B1 (business) and Class D1 (public services) and D2 (entertainment and leisure) use, an energy centre (750 sqm) and new public open space and public realm with on street and basement car parking spaces and cycle spaces.

Outline Component (Phase 2 & 3):

Outline planning permission (scale, layout, landscaping, access and appearance reserved) for the demolition of existing buildings and structures and the erection of eight buildings (B1, B2, B3, B5, B6, B7, B11 and part B12) ranging in height from 5 to 35 storeys (max height 132.9m AOD) to provide up to 88,052sqm floorspace GEA, comprising up to 880 residential units, up to 3,316 sqm GEA of Class B1(c) floorspace and up to 1,702sqm GEA of non-residential floor space within Classes A1-A4 (retail), Class B1 (business), Class D1 (public services) and D2 (entertainment and leisure) use and car parking spaces at ground level and cycle spaces, with associated new open space, public realm, car parking and associated works.

Totals: Up to 1,300 homes and up to 7,000sqm commercial floorspace.

17/AP/2952 (Approved)

57 Glengall Road

Refurbishment of existing building, redevelopment of outbuildings and addition of two storeys to provide 5 no. B1 commercial units and 9 no. residential flats

17/AP/4612 (Approved)

49 – 53 Glengall Road

Demolition of all existing buildings and structures (excluding some of the facades along Glengall Road and Bianca Road and the industrial chimney) and erection of a part 6, 8 and 15 storey mixed-use development comprising 3,716 sqm (GIA) of flexible workspace (Use Class B1(c) and B2/B8) and 181 residential units (Use Class C3) with amenity spaces and associated infrastructure.

18/AP/0564 (Approved)

16 Peckham Park Road and 1 Livesey Place

Demolition of existing buildings and construction of a part three, part four storey building with retail and warehouse (A1) use on the ground floor and 5 residential units (3 x 2-bedroom and 2 studio flats) on upper floors.

17/AP/4596 (Approved)

Nyes Wharf, Frensham Street

Demolition of existing buildings and erection of mixed-use scheme comprising 1,193sqm Class B1 floorspace at ground and mezzanine levels; with 153 Residential units (Class C3) above in a building ranging from 9 to 18 storeys (max height 56.202m) with hard and soft landscaping including a new park and associated infrastructure works, including three disabled spaces and cycle parking.

18/AP/3246 (Approved subject S106)

Cantium Retail Park

Demolition of existing buildings and redevelopment of the site to provide a new basement level and buildings ranging from 3 to 48 storeys in height (max height 159.05m above ground level) comprising up to 1,113 residential units (Class C3), up to 5,659 sq. m of office floorspace (Class B1(a)), up to 2,228 sq. m of retail floorspace (Class A1), up to 2,336 sq. m of flexible space including use within Classes A1, A3, D1, D2 and / or Sui Generis (Theatre) within Block B and up to 596 sq. m of flexible space within Classes A1, A2 and / or A3 within Block C together with associated access, car parking, landscaping and infrastructure works.

18/AP/4003 (Approved subject to S106)

3-5 Latona Road

Proposed development to add three new storeys of residential accommodation to the existing building at 3-5 Latona Road. The existing Ground, First and Second floor will retain its commercial use. The proposed residential accommodation comprises ten flats in total; 2x1-Beds, 6x2-Beds and 2x3-Beds.

18/AP/3284 (Approved subject to S106)

596 – 608 Old Kent Road and Livesey Place

Mixed-use redevelopment comprising the demolition of all existing buildings and structures (listed mural to be removed and stored prior to demolition, and incorporated into proposed development); construction of three buildings arranged around a central plinth ranging in height from 10 to 38 storeys (maximum height +144.2m AOD) above single basement, ground and mezzanines floors, to provide a range of uses including 372 residential units (Use Class C3), place of worship (Use Class D1), retail (Use Classes A1-A4), and office / light industrial (Use Classes B1(a)/B1(c)); means of access, public realm and landscaping works, parking and cycle storage provision, energy centre / plant and servicing areas, and associated ancillary works.

20/AP/0039 (Approved subject to S106)

LSE, 43 – 47 Glengall Road

Demolition of the existing building and erection of a new mixed use building of up to 15 storeys (plus lower ground and basement) (51.525m AOD) to provide a Halls of Residence for the London School of Economics and Political Science consisting of 676 student rooms, replacement commercial floorspace of 2,375sqm consisting of 1190sqm of B1c, and 1,185sqm of flexible B1c/D1/A3 Use as a Creative Commercial Centre that includes University related community uses, a community café; and new areas of public realm.

IIA Objective	Description	Averaged Grading	Sub grading	Commentary
IIAO 1	To tackle poverty and encourage wealth creation	✓✓	✓✓	The site will provide opportunities for jobs within construction, offices, retail and community and leisure facilities. The increase in the number of local jobs will tackle poverty by decreasing the unemployment rate and providing a stable income to a greater number of people, and will subsequently encourage wealth creation within the local community.
			✓✓	Aligning with the policies in the plan, at least 10% affordable workspace at discount market rents will be provided over 30 years by new development of over 500 sqm GIA (gross) of employment floorspace. This is part of the bow tie employment strategy, which works to prioritise industrial, distribution, warehousing and creative makerspaces in the area and ensure the residents are trained and ready to access the new job opportunities.
IIAO 2	To improve the education and skill of the population	✓✓	✓✓	The provision of new employment and retail uses will allow staff to gain new skills whilst working in these establishments.
			✓✓	Aligning with the policies in the plan, major developments on this site area will be required to provide specific programmes for mentorship, training or jobs for young people. As such, it will support the young generations to build up skills for employability and benefit from social regeneration.
			✓✓	Aligning with the policies in the plan, many new jobs and training opportunities will be generated as the provision is required for planning applications during the construction phase and in completed developments.
IIAO 3	To improve the health of the population	✓✓	✓✓	New residential provision on site will help meet the housing needs and address the overcrowding issue, which is one of the key determinants of health.

			✓✓	<p>The sub area aims to connect communities by requiring development on this site to improve the environment for people walking and cycling, strengthening the network of parks and improve the links between parks, the new tube station and other local facilities such as a new sports hall, primary schools and shops on the Peckham Park Road. The positive environment will help to encourage behavioural changes for active travel and social interaction and as a result reduce health inequalities.</p> <p>The provision of new open space will enable opportunities for play and open-air sports facilities, enabling exercise which supports good physical and mental health.</p>
IIAO 4	To reduce the incidence of crime and the fear of crime	✓✓	✓✓	Improved permeability through the delivery of excellent design, in accordance with the 'design out crime principles', will encourage street level activities, which in turn provide natural surveillance to reduce the perception of crime and incidence of crime. In keeping with this design principle, provision of a new open space for people to sit and gather will also provide natural surveillance within the area. In addition, the activation of frontages will open up spaces to promote social interaction and the feeling of public safety.
			✓✓	Providing new homes will result in more people in the local area, the increased presence and activity will result in greater natural surveillance within the locality which should reduce incidences and the fear of crime within the area.
IIAO 5	To promote social inclusion, equality, diversity and community cohesion	✓✓	✓✓	<p>The proposal will provide new community uses which should help encourage more community interaction with different groups within the local area providing more awareness of the diverse groups living within the area and encouraging community cohesion.</p> <p>Aligning with the policies in the plan, it will deliver mixed communities on different income levels and social backgrounds with the tenure-blind approach and at least 35% affordable housing with preference to social rented housing.</p>
IIAO 6	To reduce contributions to climate change	✓	✓	Carbon offset fund will be collected in the area from development where it is not feasible to achieve zero carbon emission on site. The planning contributions, paid as the shortfall in on site carbon saving, will be spent on offsetting measures to reduce carbon emission in the existing buildings across the area. As a result, this will help to achieve carbon reduction.
			✓✓	Being a net zero carbon Area Action Plan, all new development will achieve net zero carbon by meeting the highest on site performance including the highest environmental building standards and net zero electricity and heating systems, banning gas boilers as the permanent heating solutions. They will also be required to connect to or enable future connection to a district heat network, which provides a supply of low carbon heat to homes, businesses and public buildings. The current district heat network for Old Kent Road is SELCHP.
			✓✓	It creates an opportunity to take a holistic approach to enhancing environment and networks for cycling and walking through the area-wide master planning to encourage active travel modes as an alternative to the usage of private car, which in turn significantly reduces contributions to climate change.
IIAO 7	To improve the air quality	✓✓	✓✓	In short term, air quality may be negatively impacted due to construction, where mitigation measures will be implemented. In long term, excellent design delivered through new developments within buildings and space in between will provide green infrastructure and encourage active travel modes including walking and cycling, which will in turn reduce the usage and emission of private cars (through phased plans for reducing parking provision and construction and transport management). It The design for green infrastructure will also effectively absorb greenhouse gases and reduce the concentration of air pollutants. It will significantly contribute to improving air quality and health of the communities.
			✓✓	The typologies in the masterplan promote mixed-use development including innovative solutions for mixing industrial development with new homes. Recognising that servicing is considered carefully to enable commercial premises to function without conflict with residential development, the plan sets out consolidation of servicing to enable more efficient movement of vehicles and reduce the pressure on the road network and improve air quality. It aims to maintain good air quality whilst ensuring efficient transport service is in place to support the vibrancy of businesses.
IIAO 8	To avoid waste and maximise, reuse or recycle waste arising as a resource	✓	-	Substantial demolition and intensification of development will create new waste demands to be managed. In order to effectively manage waste and reduce waste going to landfill, new development is required to provide adequate management of waste from construction and intensified development in accordance with the waste management hierarchy. The sub area consists of an integrated waste management facility for the development within the opportunity area.
			✓✓	The development on this site will connect to SELCHP district heat network that turns waste into energy and converts the excess heat to heat that can be used in heating buildings. This is considered to be a renewable source of heat, a process to more sustainably manage waste through combustion, to reduce the amount of waste going to landfill.
IIAO 9	To encourage sustainable use of water resources	✓	✓	It could place additional pressures on the water network but development comes with the potential for water-recycling and sustainable water measures when development is in operation. The masterplan for the sub area and policies for new development on this site ensure proper water management is in place, including communal sustainable urban drainage systems (SuDS), to reduce water use, improve water quality, reuse rainwater and contain rainwater discharge.
IIAO 10	To maintain and enhance the quality of land and soils	✓	✓	New development will come forward on brownfield sites, providing opportunities to remediate contaminated land and utilise urban greening through the choice of the appropriate types and design of trees planting. As such, it helps to improve the soil quality with the creation of new green public space.

IIAO 11	To protect and enhance quality of landscape and townscape	✓	✓	A masterplan has been created for the sub area with respect to the history of the area, its existing character and townscape and strategic viewing considerations at a granular level. Informed by the masterplan, requirements for each site allocation within the sub area are carefully designed in terms of design guidance, heritage reservation and building height guidance. For example, a new public space will form part of this site allocation and will help soften and enhance the landscape.
IIAO 12	To conserve and enhance the historic environment and cultural assets	✓	✓	<p>The masterplan also takes into consideration for the sub area the history of the area, cultural assets and community heritage at a granular level, including the bottling factory on Ossory Road and the chimneys on Bianca Road. It informs both the site allocation requirements and the strategic planning for the whole sub area to enhance the historic environment and cultural assets.</p> <p>The site includes the Grade II listed mural depicting the history of Old Kent Road and is in proximity of Grade II listed buildings on Glengall Road. The site contains buildings and features of townscape merit and two chimneys of historic interest.</p> <p>The western part of the site lies within the Borough View of St Paul's Cathedral from One Tree Hill.</p> <p>Tier 1 APA designation. The site is located in APA1- North Southwark and Roman Roads.</p> <p>Development should enhance the setting of the adjacent Glengall Road Conservation Area.</p>
IIAO 13	To protect and enhance open spaces, green corridors and biodiversity	✓✓	✓✓	<p>As part of the Greener Belt Strategy, the sub area provides a strategic planning for new parks, new pedestrian and cycle links providing safe walking routes and green corridors between schools and local community facilities. In addition, development on the site allocations will be required to provide open and green spaces including play facilities and greenery, providing a tranquil environment and comfortable places to sit and socialise or rest.</p> <p>The site allocation must provide new public open space. The provision of green spaces would improve the long term health and wellbeing of the population. This will help to enhance biodiversity and ecological resilience.</p>
IIAO 14	To reduce vulnerability to flooding	✓	✓	<p>The sequential test confirms that the site (SFRA Level 2 - Analysis 15) will have a "more vulnerable" use (mixed use including residential, employment, town centre, open space and community uses) in Flood Zone 3 and therefore requires an additional exception test, which would be satisfied by the first criteria that the development proves to provide wider sustainability benefits to the community that outweigh flood risk. The site development will bring sustainability benefits as follows:</p> <ul style="list-style-type: none"> - The redevelopment will provide new homes and create job opportunities during construction to tackle poverty - The provision of new employment and retail uses will allow staff to gain new skills whilst working in these establishments - The policy encourages the delivery of homes to increase housing supply within the borough. In the long-term, through the provision of more homes, including affordable homes, increased supply should improve the affordability of homes. The increased provision of affordable homes is encouraged through AAP4's fast track route for planning applications which trigger the affordable housing requirement. A lot of economic factors can impact upon housing price, which is an indicator of housing affordability. However, supply of more homes across London (in line with the draft London Plan housing target) in the long term will encourage the improved affordability of homes in the borough. - New residential provision will address the housing shortage, overcrowding and affordability issues, which are among the key determinants of public health - The provision of new open space will enable opportunities for play and open-air sports facilities, enabling exercise which supports good physical and mental health - The proposal will provide new community uses which should help encourage more community interaction with different groups within the local area providing more awareness of the diverse groups living within the area and encouraging community cohesion. - Improved frontages and green links will encourage walkability and cycling, which will bring positive health effects by encouraging active travel modes - The site is required to develop in a sensitive manner to the listed buildings, the open space and heritage assets, and reflect existing building heights, so as to respect the local character, heritage and townscape - The site should accommodate community uses. These could include nurseries, day centres, schools, art galleries, gymnasiums, cinemas and training centres. These are all important facilities for community and cultural uses within the borough to support existing and future development. <p>To meet the second requirement that the development is safe for its lifetime, recommendations are set out in the report including site specific emergency evacuation procedures, flood resilient construction techniques and SuDS. No basement dwellings should be permitted in this area (Flood Zone 3).</p>

				<p>Applications 17/AP/2773, 17/AP/2952, 17/AP/4612, 17/AP/4596, 18/AP/3246, 18/AP/4003, 18/AP/3284 and 20/AP/0039 are relevant to this site allocation, as planning permission has been granted. A Flood Risk Assessment was submitted with each application where relevant and has been considered in the decision making process. The site-specific FRAs demonstrate that the developments will be safe for their lifetime taking account of the vulnerability of users, without increasing flood risk elsewhere, and, where possible, will reduce flood risk overall.</p> <p>The Environment Agency was consulted during the planning process for all applications which were within their remit and they have advised that they would have no objection to the proposals. Planning conditions in relation to flood risk management, including meeting greenfield runoff rates and paying financial contributions where there is a shortfall, have formed part of the permission.</p> <p>Where necessary, a Basement Impact Assessment has been submitted or secured by condition for proposals incorporating new or extended basement areas.</p> <p>As such, the exception test is satisfied whereby flood risk to people and property will be managed satisfactorily, when allowing necessary development on this site to occur.</p>
IIAO 15	To provide everyone with the opportunity to live in a decent home	✓✓	✓✓	The policy will help to increase the amount of affordable tenure homes and the affordability of homes to address the needs of local people and to ensure that everyone has access to high quality housing, regardless of income.
			✓✓	The policy encourages the delivery of homes to increase housing supply within the borough. In the long-term, through the provision of more homes, including affordable homes, increased supply should improve the affordability of homes. The increased provision of affordable homes is encouraged through AAP4's fast track route for planning applications which trigger the affordable housing requirement.
			✓✓	Many economic factors can impact upon housing price, which is an indicator of housing affordability. However, supply of more homes across London (in line with the draft London Plan housing target) in the long term will encourage the improved affordability of homes in the borough.
			✓✓	By identifying development capacity for residential development, housing delivery is supported and accelerated. By increasing certainty around infrastructure requirements, housing growth should be sustained including affordable housing.
			✓✓	The increased delivery of housing and affordable housing should enable people in the borough who may have previously not have had a permanent home to be able to afford a home, and will enable families to remain residing in the same household or area if they choose to do so, which will have positive impacts for health and social cohesion.
IIAO 16	To promote sustainable transport and minimise the need to travel by car	✓	✓	In response to the Climate Emergency, the action area takes a people centred approach to movement with a particular focus on reducing the impact of carbon emissions from vehicles. Traffic movements will be reduced with the creation of safe and accessible walking and cycling routes, which become the first choice for moving around the area. New development on this site will create a walkable neighbourhood that is car free, provides cycle storage and enjoys the proximity to the new tube stations of the Bakerloo line extension.
IIAO 17	To provide the necessary infrastructure to support existing and future development	✓✓	✓✓	The site should accommodate community uses. These could include nurseries, day centres, schools, art galleries, gymnasiums, cinemas and training centres. These are all important facilities for community and cultural uses within the borough to support existing and future development.
			✓✓	The efficient delivery of quality development in the area will accelerate Community Infrastructure Levy (CIL) payments and other financial contributions toward enhancement to infrastructure capacity and the cost of Bakerloo Line Extension. This is planned alongside the thorough phasing plan for new development on this site to ensure the growth and regeneration of the area is well supported by the essential travel infrastructure.

OKR11: Marlborough Grove and St James's Road (NSP64)

Site requirements

Redevelopment of the site must:

- Provide new homes; and
- Replace existing employment floorspace 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 on the Old Kent Road high street; and
- Provide frontage on the Old Kent Road through provision of retail, and or community uses with business above; and
- Provide land for closing the central part of Marlborough Grove and providing open space, sports and play, for use of Phoenix Primary School and surrounding neighbourhoods; and
- Provide a new park between the Selco and Six Bridges estate sites.

Relevant planning applications

18/AP/0156 (Under construction)

272 St James's Road. Demolition of existing building and erection of a student accommodation building of up to nine storeys (maximum height 30.815m AOD, 29.525m from ground), to comprise 250 student rooms and associated communal facilities, 73 sqm cafe/retail space (A1/A3 use class), hard and soft landscaping, 2 disabled parking spaces and cycle parking.

IIA Objective	Description	Averaged Grading	Sub grading	Commentary
IIAO 1	To tackle poverty and encourage wealth creation	✓✓	✓✓	The site will provide opportunities for jobs within construction, offices, retail and community facilities. The increase in the number of local jobs will tackle poverty by decreasing the employment rate and providing a stable income to a greater number of people, and will subsequently encourage wealth creation within the local community.
			✓✓	Aligning with the policies in the plan, at least 10% affordable workspace at discount market rents will be provided over 30 years by new development of over 500 sqm GIA (gross) of employment floorspace. This is part of the bow tie employment strategy, which works to prioritise industrial, distribution, warehousing and creative makerspaces in the area and ensure the residents are trained and ready to access the new job opportunities.
IIAO 2	To improve the education and skill of the population	✓✓	✓✓	The provision of new employment, retail and community uses will allow staff to gain new skills whilst working in these establishments.
			✓✓	Aligning with the policies in the plan, major developments on this site area will be required to provide specific programmes for mentorship, training or jobs for young people. As such, it will support the young generations to build up skills for employability and benefit from social regeneration.
			✓✓	Aligning with the policies in the plan, many new jobs and training opportunities will be generated as the provision is required for planning applications during the construction phase and in completed developments.
IIAO 3	To improve the health of the population	✓✓	✓✓	New residential provision on site will help meet the housing needs and address the overcrowding issue, which is one of the key determinants of health.
			✓✓	The sub area aims to connect communities by requiring development on this site to improve the environment for people walking and cycling, strengthening the network of parks and improve the links between parks, the new tube station and other local facilities such as a new sports hall, primary schools and shops on the Peckham Park Road. The positive environment will help to encourage behavioural changes for active travel and social interaction and as a result reduce health inequalities. The provision of new open space will enable opportunities for play and open-air sports facilities, enabling exercise which supports good physical and mental health. The provision of green spaces would improve the long term health and wellbeing of the population.
IIAO 4	To reduce the incidence of crime and the fear of crime	✓✓	✓✓	Improved permeability through the delivery of excellent design, in accordance with the 'design out crime principles', will encourage street level activities, which in turn provide natural surveillance to reduce the perception of crime and incidence of crime. In keeping with this design principle, the provision of a new open space for people to sit and gather will also provide natural surveillance within the area. Moreover, the activation of frontages will open up spaces to promote social interaction and the feeling of public safety.
			✓✓	Providing new homes will result in more people in the local area, the increased presence and activity will result in greater natural surveillance within the locality which should reduce incidences and the fear of crime within the area.

IIAO 5	To promote social inclusion, equality, diversity and community cohesion	✓✓	✓✓	The proposal will provide new community uses which should help encourage more community interaction with different groups within the local area providing more awareness of the diverse groups living within the area and encouraging community cohesion.
			✓✓	The delivery of more homes, consisting of a mix of different sizes and tenures will bring more people to the area from a range of different backgrounds, this will create more opportunities for greater diversity within the area and encourage more community cohesion
IIAO 6	To reduce contributions to climate change	✓	✓	Carbon offset fund will be collected in the area from development where it is not feasible to achieve zero carbon emission on site. The planning contributions, paid as the shortfall in on site carbon saving, will be spent on offsetting measures to reduce carbon emission in the existing buildings across the area. As a result, this will help to achieve carbon reduction.
			✓✓	Being a net zero carbon Area Action Plan, all new development will achieve net zero carbon by meeting the highest on site performance including the highest environmental building standards and net zero electricity and heating systems, banning gas boilers as the permanent heating solutions. They will also be required to connect to or enable future connection to a district heat network, which provides a supply of low carbon heat to homes, businesses and public buildings. The current district heat network for Old Kent Road is SELCHP.
			✓✓	It creates an opportunity to take a holistic approach to enhancing environment and networks for cycling and walking through the area-wide master planning to encourage active travel modes as an alternative to the usage of private car, which in turn significantly reduces contributions to climate change.
IIAO 7	To improve the air quality	✓✓	✓✓	In short term, air quality may be negatively impacted due to construction, where mitigation measures will be implemented. In long term, excellent design delivered through new developments within buildings and space in between will provide green infrastructure and encourage active travel modes including walking and cycling, which will in turn reduce the usage and emission of private cars (through phased plans for reducing parking provision and construction and transport management). It The design for green infrastructure will also effectively absorb greenhouse gases and reduce the concentration of air pollutants. It will significantly contribute to improving air quality and health of the communities.
			✓✓	The typologies in the masterplan promote mixed-use development including innovative solutions for mixing industrial development with new homes. Recognising that servicing is considered carefully to enable commercial premises to function without conflict with residential development, the plan sets out consolidation of servicing to enable more efficient movement of vehicles and reduce the pressure on the road network and improve air quality. It aims to maintain good air quality whilst ensuring efficient transport service is in place to support the vibrancy of businesses.
IIAO 8	To avoid waste and maximise, reuse or recycle waste arising as a resource	✓	-	Substantial demolition and intensification of development will create new waste demands to be managed. In order to effectively manage waste and reduce waste going to landfill, new development is required to provide adequate management of waste from construction and intensified development in accordance with the waste management hierarchy. The sub area consists of an integrated waste management facility for the development within the opportunity area.
			✓✓	The development on this site will connect to SELCHP district heat network that turns waste into energy and converts the excess heat to heat that can be used in heating buildings. This is considered to be a renewable source of heat, a process to more sustainably manage waste through combustion, to reduce the amount of waste going to landfill.
IIAO 9	To encourage sustainable use of water resources	✓	✓	It could place additional pressures on the water network but development comes with the potential for water-recycling and sustainable water measures when development is in operation. The masterplan for the sub area and policies for new development on this site ensure proper water management is in place, including communal sustainable urban drainage systems (SuDS), to reduce water use, improve water quality, reuse rainwater and contain rainwater discharge.
IIAO 10	To maintain and enhance the quality of land and soils	✓	✓	New development will come forward on brownfield sites, providing opportunities to remediate contaminated land and utilise urban greening through the choice of the appropriate types and design of trees planting. As such, it helps to improve the soil quality with the creation of new green public space.
IIAO 11	To protect and enhance quality of landscape and townscape	✓	✓	A masterplan has been created for the sub area with respect to the history of the area, its existing character and townscape and strategic viewing considerations at a granular level. Informed by the masterplan, requirements for each site allocation within the sub area are carefully designed in terms of design guidance, heritage reservation and building height guidance. For example, a new public space will form part of this site allocation and will help soften and enhance the landscape.
IIAO 12	To conserve and enhance the historic environment and cultural assets	✓	✓	The masterplan also takes into consideration for the sub area the history of the area, cultural assets and community heritage at a granular level. It informs both the site allocation requirements and the strategic planning for the whole sub area to enhance the historic environment and cultural assets.
				The site is in close proximity to the Grade II listed Evelina Lowe School. The site contains buildings of townscape merit and buildings of architectural and historic interest.

				<p>Tier 1 APA designation. The site is located in APA1- North Southwark and Roman Roads.</p> <p>The site is in close proximity of Evelina Lowe Nature Garden (Other Open Space).</p> <p>Development will be respectful to the designations of conservation areas, listed buildings, areas of archaeological significance and protected views and designed in a way which seeks to enhance the setting of historical assets where relevant.</p>
IIAO 13	To protect and enhance open spaces, green corridors and biodiversity	✓✓	✓✓	<p>As part of the Greener Belt Strategy, the sub area provides a strategic planning for new parks, new pedestrian and cycle links providing safe walking routes and green corridors between schools and local community facilities. In addition, development on the site allocations will be required to provide open and green spaces including play facilities and greenery, providing a tranquil environment and comfortable places to sit and socialise or rest.</p> <p>The site allocation must provide new public open space. This will help to enhance biodiversity and ecological resilience.</p>
IIAO 14	To reduce vulnerability to flooding	✓	✓	<p>The sequential test confirms that the site (SFRA Level 2 - Analysis 15) will have a "more vulnerable" use (mixed use including residential, town centre, employment, open space and community uses) in Flood Zone 3 and therefore requires an additional exception test, which would be satisfied by the first criteria that the development proves to provide wider sustainability benefits to the community that outweigh flood risk. The site development will bring sustainability benefits as follows:</p> <ul style="list-style-type: none"> - The redevelopment will provide new homes and create job opportunities during construction to tackle poverty - The provision of new employment , retail and community uses will allow staff to gain new skills whilst working in these - The policy encourages the delivery of homes to increase housing supply within the borough. In the long-term, through the provision of more homes, including affordable homes, increased supply should improve the affordability of homes. The increased provision of affordable homes is encouraged through AAP4's fast track route for planning applications which trigger the affordable housing requirement. - New residential provision will address the housing shortage, overcrowding and affordability issues, which are among the key determinants of public health - Improved frontages and green links will encourage walkability and cycling, which will bring positive health effects by encouraging active travel modes - The creation of new green links will combat severance between communities and encourage community interaction - Priority in walking and cycling in the design requirement of the site will promote active travel modes and reduce the incentive of driving, thus improving air quality and contributing to reduction in greenhouse emissions - The site is required to develop in a sensitive manner to the listed buildings, the open space and heritage assets, and reflect existing building heights, so as to respect the local character, heritage and townscape - The site should accommodate community uses. These could include nurseries, day centres, schools, art galleries, gymnasiums, cinemas and training centres. These are all important facilities for community and cultural uses within the borough to support existing and future development. - Activation of frontages will open up spaces to promote social interaction and the feeling of public safety. <p>To meet the second requirement that the development is safe for its lifetime, recommendations are set out in the report including site specific emergency evacuation procedures, flood resilient construction techniques and SuDS. No basement dwellings should be permitted in this area (Flood Zone 3).</p> <p>Applications 18/AP/0156 is relevant to this site allocation, as planning permission has been granted. A Flood Risk Assessment was submitted with the application and has been considered in the decision making process. The site-specific FRA proposes measures such as ensuring finished floor levels are at least 300mm above the maximum breach flood level on site, ensuring residential accommodation is above basement and lower ground floor as well as adopting flood resilient construction techniques such as the use of plasterboards and air bricks.</p> <p>The Environment Agency were consulted during the planning process for all applications and they have advised that they would have no objection to the proposals.</p> <p>As such, the exception test is satisfied whereby flood risk to people and property will be managed satisfactorily, when allowing necessary development on this site to occur.</p>

IIAO 15	To provide everyone with the opportunity to live in a decent home	✓✓	✓✓	The policy will help to increase the amount of affordable tenure homes and the affordability of homes to address the needs of local people and to ensure that everyone has access to high quality housing, regardless of income.
			✓✓	The policy encourages the delivery of homes to increase housing supply within the borough. In the long-term, through the provision of more homes, including affordable homes, increased supply should improve the affordability of homes. The increased provision of affordable homes is encouraged through AAP4's fast track route for planning applications which trigger the affordable housing requirement.
			✓✓	Many economic factors can impact upon housing price, which is an indicator of housing affordability. However, supply of more homes across London (in line with the draft London Plan housing target) in the long term will encourage the improved affordability of homes in the borough.
			✓✓	By identifying development capacity for residential development, housing delivery is supported and accelerated. By increasing certainty around infrastructure requirements, housing growth should be sustained including affordable housing.
			✓✓	The increased delivery of housing and affordable housing should enable people in the borough who may have previously not have had a permanent home to be able to afford a home, and will enable families to remain residing in the same household or area if they choose to do so, which will have positive impacts for health and social cohesion.
IIAO 16	To promote sustainable transport and minimise the need to travel by car	✓	✓	In response to the Climate Emergency, the action area takes a people centred approach to movement with a particular focus on reducing the impact of carbon emissions from vehicles. Traffic movements will be reduced with the creation of safe and accessible walking and cycling routes, which become the first choice for moving around the area. New development on this site will create a walkable neighbourhood that is car free, provides cycle storage and enjoys the proximity to the new tube stations of the Bakerloo line extension.
IIAO 17	To provide the necessary infrastructure to support existing and future development	✓✓	✓✓	The site should accommodate community uses. These could include nurseries, day centres, schools, art galleries, gymnasiums, cinemas and training centres. These are all important facilities for community and cultural uses within the borough to support existing and future development.
			✓✓	The efficient delivery of quality development in the area will accelerate Community Infrastructure Levy (CIL) payments and other financial contributions toward the cost of Bakerloo Line Extension. This is planned alongside the thorough phasing plan for new development on this site to ensure the growth and regeneration of the area is well supported by the essential travel infrastructure.

OKR12: Former Southern Railway Stables (NSP62)

Site requirements

Redevelopment of the site must:

- Retain the existing commercial floorspace and reuse for employment purposes; and
- Provide new public open space.

Redevelopment of the site should:

- Provide new homes).

Redevelopment of the site may:

- Provide community uses.

IIA Objective	Description	Averaged Grading	Sub grading	Commentary
IIAO 1	To tackle poverty and encourage wealth creation	✓✓	✓✓	The site will provide opportunities for jobs within construction, offices and community facilities. The increase in the number of local jobs will tackle poverty by decreasing the employment rate and providing a stable income to a greater number of people, and will subsequently encourage wealth creation within the local community.
			✓✓	Aligning with the policies in the plan, at least 10% affordable workspace at discount market rents will be provided over 30 years by new development of over 500 sqm GIA (gross) of employment floorspace. This is part of the bow tie employment strategy, which works to prioritise industrial, distribution, warehousing and creative makerspaces in the area and ensure the residents are trained and ready to access the new job opportunities.
IIAO 2	To improve the education and skill of the population	✓✓	✓✓	The provision of new office uses will allow staff to gain new skills whilst working in these establishments.
			✓✓	Aligning with the policies in the plan, major developments on this site area will be required to provide specific programmes for mentorship, training or jobs for young people. As such, it will support the young generations to build up skills for employability and benefit from social regeneration.
			✓✓	Aligning with the policies in the plan, many new jobs and training opportunities will be generated as the provision is required for planning applications during the construction phase and in completed developments.
IIAO 3	To improve the health of the population	✓✓	✓✓	New residential provision on site will help meet the housing needs and address the overcrowding issue, which is one of the key determinants of health.
			✓✓	The sub area aims to connect communities by requiring development on this site to improve the environment for people walking and cycling, strengthening the network of parks and improve the links between parks, the new tube station and other local facilities such as a new sports hall, primary schools and shops on the Peckham Park Road. The positive environment will help to encourage behavioural changes for active travel and social interaction and as a result reduce health inequalities.
IIAO 4	To reduce the incidence of crime and the fear of crime	✓✓	✓✓	Improved permeability through the delivery of excellent design, in accordance with the 'design out crime principles', will encourage street level activities, which in turn provide natural surveillance to reduce the perception of crime and incidence of crime. In keeping with this design principle, provision of a new open space for people to sit and gather will also provide natural surveillance within the area. Moreover, the activation of frontages will open up spaces to promote social interaction and the feeling of public safety.
			✓✓	Providing new homes will result in more people in the local area, the increased presence and activity will result in greater natural surveillance within the locality which should reduce incidences and the fear of crime within the area.
IIAO 5	To promote social inclusion, equality, diversity and community cohesion	✓✓	✓✓	The proposal will provide new community uses which should help encourage more community interaction with different groups within the local area providing more awareness of the diverse groups living within the area and encouraging community cohesion.

			✓✓	The delivery of more homes, consisting of a mix of different sizes and tenures will bring more people to the area from a range of different backgrounds, this will create more opportunities for greater diversity within the area and encourage more community cohesion
IIAO 6	To reduce contributions to climate change	✓✓	✓	Carbon offset fund will be collected in the area from development where it is not feasible to achieve zero carbon emission on site. The planning contributions, paid as the shortfall in on site carbon saving, will be spent on offsetting measures to reduce carbon emission in the existing buildings across the area. As a result, this will help to achieve carbon reduction.
			✓✓	Being a net zero carbon Area Action Plan, all new development will achieve net zero carbon by meeting the highest on site performance including the highest environmental building standards and net zero electricity and heating systems, banning gas boilers as the permanent heating solutions. They will also be required to connect to or enable future connection to a district heat network, which provides a supply of low carbon heat to homes, businesses and public buildings. The current district heat network for Old Kent Road is SELCHP.
			✓✓	It creates an opportunity to take a holistic approach to enhancing environment and networks for cycling and walking through the area-wide master planning to encourage active travel modes as an alternative to the usage of private car, which in turn significantly reduces contributions to climate change.
IIAO 7	To improve the air quality	✓✓	✓✓	In short term, air quality may be negatively impacted due to construction, where mitigation measures will be implemented. In long term, excellent design delivered through new developments within buildings and space in between will provide green infrastructure and encourage active travel modes including walking and cycling, which will in turn reduce the usage and emission of private cars (through phased plans for reducing parking provision and construction and transport management). It The design for green infrastructure will also effectively absorb greenhouse gases and reduce the concentration of air pollutants. It will significantly contribute to improving air quality and health of the communities.
			✓✓	The typologies in the masterplan promote mixed-use development including innovative solutions for mixing industrial development with new homes. Recognising that servicing is considered carefully to enable commercial premises to function without conflict with residential development, the plan sets out consolidation of servicing to enable more efficient movement of vehicles and reduce the pressure on the road network and improve air quality. It aims to maintain good air quality whilst ensuring efficient transport service is in place to support the vibrancy of businesses.
IIAO 8	To avoid waste and maximise, reuse or recycle waste arising as a resource	✓	-	Substantial demolition and intensification of development will create new waste demands to be managed. In order to effectively manage waste and reduce waste going to landfill, new development is required to provide adequate management of waste from construction and intensified development in accordance with the waste management hierarchy. The sub area consists of an integrated waste management facility for the development within the opportunity area.
			✓✓	The development on this site will connect to SELCHP district heat network that turns waste into energy and converts the excess heat to heat that can be used in heating buildings. This is considered to be a renewable source of heat, a process to more sustainably manage waste through combustion, to reduce the amount of waste going to landfill.
IIAO 9	To encourage sustainable use of water resources	✓	✓	It could place additional pressures on the water network but development comes with the potential for water-recycling and sustainable water measures when development is in operation. The masterplan for the sub area and policies for new development on this site ensure proper water management is in place, including communal sustainable urban drainage systems (SuDS), to reduce water use, improve water quality, reuse rainwater and contain rainwater discharge.
IIAO 10	To maintain and enhance the quality of land and soils	✓	✓	New development will come forward on brownfield sites, providing opportunities to remediate contaminated land and utilise urban greening through the choice of the appropriate types and design of trees planting. As such, it helps to improve the soil quality with the creation of new green public space.
IIAO 11	To protect and enhance quality of landscape and townscape	✓	✓	A masterplan has been created for the sub area with respect to the history of the area, its existing character and townscape and strategic viewing considerations at a granular level. Informed by the masterplan, requirements for each site allocation within the sub area are carefully designed in terms of design guidance, heritage reservation and building height guidance. For example, a new public space will form part of this site allocation and will help soften and enhance the landscape.
IIAO 12	To conserve and enhance the historic environment and cultural assets	✓	✓	<p>The masterplan also takes into consideration for the sub area the history of the area, cultural assets and community heritage at a granular level. It informs both the site allocation requirements and the strategic planning for the whole sub area to enhance the historic environment and cultural assets.</p> <p>The unlisted former Southern Railway Stables, horse hospital and the forge are identified as buildings of architectural and historic interest and are subject to an Article 4 Direction. The stables, the horse hospital and the forge should be retained or repurposed for employment uses. The site is in proximity to the Grade II listed Eveline Lowe School.</p> <p>Tier 1 APA designation. The site is located in APA1- North Southwark and Roman Roads.</p> <p>Development will be respectful to the designations of listed buildings and areas of archaeological significance and designed in a way which seeks to enhance the setting of historical assets where relevant.</p>

IIAO 13	To protect and enhance open spaces, green corridors and biodiversity	✓✓	✓✓	As part of the Greener Belt Strategy, the sub area provides a strategic planning for new parks, new pedestrian and cycle links providing safe walking routes and green corridors between schools and local community facilities. In addition, development on the site allocations will be required to provide open and green spaces including play facilities and greenery, providing a tranquil environment and comfortable places to sit and socialise or rest. For example, the site allocation must provide new public open space.
IIAO 14	To reduce vulnerability to flooding	✓	✓	<p>The sequential test confirms that the site (SFRA Level 2 - Analysis 15) will have a “more vulnerable” use (mixed use including residential, employment, and community uses) in Flood Zone 3 and therefore requires an additional exception test, which would be satisfied by the first criteria that the development proves to provide wider sustainability benefits to the community that outweigh flood risk. The site development will bring sustainability benefits as follows:</p> <ul style="list-style-type: none"> - The redevelopment will provide new homes and create job opportunities during construction to tackle poverty - The site will enable skills to be developed by workers who are employed to carry out the construction - The policy encourages the delivery of homes to increase housing supply within the borough. In the long-term, through the provision of more homes, including affordable homes, increased supply should improve the affordability of homes. The increased provision of affordable homes is encouraged through AAP4’s fast track route for planning applications which trigger the affordable housing requirement. A lot of economic factors can impact upon housing price, which is an indicator of housing affordability. However, supply of more homes across London (in line with the draft London Plan housing target) in the long term will encourage the improved affordability of homes in the borough. - New residential provision will address the housing shortage, overcrowding and affordability issues, which are among the key determinants of public health - The proposal will provide new community uses which should help encourage more community interaction with different groups within the local area providing more awareness of the diverse groups living within the area and encouraging community cohesion. - Improved frontages and green links will encourage walkability and cycling, which will bring positive health effects by encouraging active travel modes - The site is required to develop in a sensitive manner to the listed buildings, the open space and heritage assets, and reflect existing building heights, so as to respect the local character, heritage and townscape - The site should accommodate community uses. These could include nurseries, day centres, schools, art galleries, gymnasiums, cinemas and training centres. These are all important facilities for community and cultural uses within the borough to support existing and future development. <p>To meet the second requirement that the development is safe for its lifetime, recommendations are set out in the report including site specific emergency evacuation procedures, flood resilient construction techniques and SuDS. A site-specific FRA is also required for any development proposals to demonstrate that the development will be safe for its lifetime taking account of the vulnerability of its users, without increasing flood risk elsewhere, and, where possible, reducing flood risk overall. No basement dwellings should be permitted in this area (Flood Zone 3). A Basement Impact Assessment will be separately required for any development proposals incorporating new or extended basement areas.</p> <p>As such, the exception test is satisfied whereby flood risk to people and property will be managed satisfactorily, when allowing necessary development on this site to occur.</p>
IIAO 15	To provide everyone with the opportunity to live in a decent home	✓✓	✓✓	<p>The policy will help to increase the amount of affordable tenure homes and the affordability of homes to address the needs of local people and to ensure that everyone has access to high quality housing, regardless of income.</p> <p>The policy encourages the delivery of homes to increase housing supply within the borough. In the long-term, through the provision of more homes, including affordable homes, increased supply should improve the affordability of homes. The increased provision of affordable homes is encouraged through AAP4’s fast track route for planning applications which trigger the affordable housing requirement.</p> <p>Many economic factors can impact upon housing price, which is an indicator of housing affordability. However, supply of more homes across London (in line with the draft London Plan housing target) in the long term will encourage the improved affordability of homes in the borough.</p> <p>By identifying development capacity for residential development, housing delivery is supported and accelerated. By increasing certainty around infrastructure requirements, housing growth should be sustained including affordable housing.</p> <p>The increased delivery of housing and affordable housing should enable people in the borough who may have previously not have had a permanent home to be able to afford a home, and will enable families to remain residing in the same household or area if they choose to do so, which will have</p>

				positive impacts for health and social cohesion.
IIAO 16	To promote sustainable transport and minimise the need to travel by car	✓	✓	In response to the Climate Emergency, the action area takes a people centred approach to movement with a particular focus on reducing the impact of carbon emissions from vehicles. Traffic movements will be reduced with the creation of safe and accessible walking and cycling routes, which become the first choice for moving around the area. New development on this site will create a walkable neighbourhood that is car free, provides cycle storage and enjoys the proximity to the new tube stations of the Bakerloo line extension.
IIAO 17	To provide the necessary infrastructure to support existing and future development	✓✓	✓✓	The site should accommodate community uses. These could include nurseries, day centres, schools, art galleries, gymnasiums, cinemas and training centres. These are all important facilities for community and cultural uses within the borough to support existing and future development.
			✓✓	The efficient delivery of quality development in the area will accelerate Community Infrastructure Levy (CIL) payments and other financial contributions toward enhancement to infrastructure capacity and the cost of Bakerloo Line Extension. This is planned alongside the thorough phasing plan for new development on this site to ensure the growth and regeneration of the area is well supported by the essential travel infrastructure.

Detailed integrated impact assessment for:

Sub Area 3: Sandgate Street, Verney Road and Old Kent Road (South)

Including

OKR 13 – Sandgate Street and Verney Road (NSP65)

OKR 14 – 634 – 636 Old Kent Road (NSP70)

OKR 15 – 684 – 698 Old Kent Road (Kwik Fit Garage) (NSP69)

	Sub Area 3				OKR13/ NSP65	OKR14/ NSP70	OKR15/ NSP69
	Area wide	S	M	L			
IIAO 1	✓✓	✓	✓✓	✓✓	✓✓	✓✓	✓✓
IIAO 2	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓
IIAO 3	✓✓	✓	✓✓	✓✓	✓✓	✓✓	✓✓
IIAO 4	✓	-	✓	✓	✓✓	✓✓	✓✓
IIAO 5	✓✓	-	✓✓	✓✓	✓✓	✓✓	✓✓
IIAO 6	✓✓	✓✓	✓✓	✓✓	✓	✓✓	✓
IIAO 7	✓✓	-	✓✓	✓✓	✓✓	✓✓	✓
IIAO 8	✓	✓	✓	✓	✓	✓	✓
IIAO 9	✓	✓	✓	✓	✓	✓	✓
IIAO 10	✓	✓	✓	✓	✓	✓	✓
IIAO 11	✓	✓	✓	✓	✓	✓	✓
IIAO 12	✓	-	✓	✓	✓✓	✓	✓
IIAO 13	✓	-	✓	✓	✓✓	✓	✓
IIAO 14	✓	-	✓	✓	✓	✓	✓
IIAO 15	✓✓	-	✓✓	✓✓	✓✓	✓✓	✓✓
IIAO 16	✓✓	-	✓✓	✓✓	✓✓	✓✓	✓✓
IIAO 17	✓✓	✓	✓✓	✓✓	✓✓	✓✓	✓✓
Avg.	79%	32%	79%	79%	82%	79%	74%

Sub Area 3: Sandgate Street, Verney Road and Old Kent Road (South)

Sub Area 3: Sandgate Street, Verney Road and Old Kent Road (South)						
IIA Objective	Description	Area-wide	Timescale			Commentary
			Short term	Medium term	Long term	
IIAO 1	To tackle poverty and encourage wealth creation	✓✓	✓	✓✓	✓✓	The area-wide redevelopment will revitalise the neighbourhood with an improved living environment that will encourage inward investment and boost local economy such as retail uses serving the local community. For example, OKR13 (Sandgate Street and Verney Road), current home to existing 59 businesses and 1,449 jobs, will be redeveloped into a mixed-use scheme which see 2,666 new jobs and 5,300 new homes, along with three parks, one sports hall, one primary school and secondary school each.
		✓✓	✓	✓✓	✓✓	The growing population under the intensification and revitalisation of the existing industrial and residential area will produce economic synergy by creating new job opportunities for local residents and providing enterprise opportunities in the business area.
		✓✓	✓	✓✓	✓✓	Aligning with the policies in the plan, at least 10% affordable workspace at discount market rents will be provided over 30 years by new development of over 500 sqm GIA (gross) of employment floorspace. This is part of the bow tie employment strategy, which works to prioritise industrial, distribution, warehousing and creative makerspaces in the area and ensure the residents are trained and ready to access the new job opportunities.
	Average Scoring	✓✓	✓	✓✓	✓✓	
IIAO 2	To improve the education and skill of the population	✓✓	✓	✓	✓✓	The sub area 3 will see a new primary school as part of the site allocation requirement for OKR 13 alongside the expansion of existing schools to provide high quality education opportunities for the new generations in the area.
		✓✓	✓✓	✓✓	✓✓	Aligning with the policies in the plan, major developments in the sub area will be required to provide specific programmes for mentorship, training or jobs for young people. As such, it will support the young generations to build up skills for employability and benefit from social regeneration.
		✓✓	✓✓	✓✓	✓✓	Aligning with the policies in the plan, many new jobs and training opportunities will be generated in the sub area as the provision is required for planning applications during the construction phase and in completed developments.
	Average Scoring	✓✓	✓✓	✓✓	✓✓	
IIAO 3	To improve the health of the population	✓✓	✓	✓✓	✓✓	The area vision looks to deliver excellent design that expresses timeless quality and variety within buildings and public spaces in between, contributing to the sense of different districts and to the health and well-being of communities across the

						development area.
		✓✓	✓	✓✓	✓✓	The sub area aims to connect communities by requiring development to improve the environment for people walking and cycling, strengthening the network of parks and improve the links between parks, a tube station, workplaces and other local facilities such as a new sports hall, primary schools and shops on Old Kent Road. The positive environment will help to encourage behavioural changes for active travel and social interaction and as a result reduce health inequalities.
	Average Scoring	✓✓	✓	✓✓	✓✓	
IIAO 4	To reduce the incidence of crime and the fear of crime	✓	-	✓	✓	Improved permeability through the delivery of excellent design, in accordance with the 'design out crime principles', will encourage street level activities, which in turn provide natural surveillance to reduce the perception of crime and incidence of crime.
IIAO 5	To promote social inclusion, equality, diversity and community cohesion	✓✓	-	✓✓	✓✓	Aligning with the policies in the plan, it will deliver mixed communities on different income levels and social backgrounds with the tenure-blind approach and at least 35% affordable housing with preference to social rented housing.
		✓✓	-	✓✓	✓✓	Recognising the potential of regeneration with new residents whilst protecting existing communities, the redevelopment will offer a range of housing tenures and sizes, phased over a number of years, to attract and facilitate existing residents to stay and benefit from the improved connections, facilities and communities.
		✓✓	-	✓✓	✓✓	A wide range of community infrastructure will be provided to serve the area, including schools, new parks, sports facilities and new civic spaces such as Gasholder Park and Caroline Gardens to promote social interaction, participation and cohesion among residents on different backgrounds.
		✓✓	✓✓	✓✓	✓✓	To ensure planning works to benefit all from regeneration, a Social Regeneration Charter is drawn up for the area which sets out detailed aims for reducing social, economic and health inequalities and explains how the council will monitor the progress towards achieving a number of promises which the council has made to the community.
	Average Scoring	✓✓	-	✓✓	✓✓	
IIAO 6	To reduce contributions to climate change	✓	✓	✓	✓	Carbon offset fund will be collected in the area from development where it is not feasible to achieve zero carbon emission on site. The planning contributions, paid as the shortfall in on site carbon saving, will be spent on offsetting measures to reduce carbon emission in the existing buildings across the area. As a result, this will help to achieve carbon reduction.
		✓✓	✓✓	✓✓	✓✓	Being a net zero carbon Area Action Plan, all new development will achieve net zero carbon by meeting the highest on site performance including the highest environmental building standards and net zero electricity and heating systems, banning gas boilers as the permanent heating solutions. They will also be required to connect to or enable future connection to a district heat network, which provides a supply of low carbon heat to homes, businesses and public buildings. The current

						district heat network for Old Kent Road is SELCHP.
		✓✓	✓	✓✓	✓✓	It creates an opportunity to take a holistic approach to enhancing environment and networks for cycling and walking through the area-wide master planning to encourage active travel modes as an alternative to the usage of private car, which in turn significantly reduces contributions to climate change.
	Average Scoring	✓✓	✓✓	✓✓	✓✓	
IIO 7	To improve the air quality	✓✓	-	✓✓	✓✓	In short term, air quality may be negatively impacted due to construction, where mitigation measures will be implemented. In long term, excellent design delivered through new developments within buildings and space in between will provide green infrastructure and encourage active travel modes including walking and cycling, which will in turn reduce the usage and emission of private cars (through phased plans for reducing parking provision and construction and transport management). It The design for green infrastructure will also effectively absorb greenhouse gases and reduce the concentration of air pollutants. It will significantly contribute to improving air quality and health of the communities.
		✓✓	-	✓✓	✓✓	The typologies in the masterplan promote mixed-use development including innovative solutions for mixing industrial development with new homes. Recognising that servicing is considered carefully to enable commercial premises to function without conflict with residential development, the plan sets out consolidation of servicing to enable more efficient movement of vehicles and reduce the pressure on the road network and improve air quality. It aims to maintain good air quality whilst ensuring efficient transport service is in place to support the vibrancy of businesses.
	Average Scoring	✓✓	-	✓✓	✓✓	
IIO 8	To avoid waste and maximise, reuse or recycle waste arising as a resource	-	-	-	-	Substantial demolition and intensification of development will create new waste demands to be managed. In order to effectively manage waste and reduce waste going to landfill, new development is required to provide adequate management of waste from construction and intensified development in accordance with the waste management hierarchy. For new development in the sub area services will be provided by the Old Kent Road integrated waste management facility including materials recovery and mechanical biological treatment.
		✓✓	✓✓	✓✓	✓✓	The development in the sub area will connect to SELCHP district heat network that turns waste into energy and converts the excess heat to heat that can be used in heating buildings. This is considered to be a renewable source of heat, a process to more sustainably manage waste through combustion, to reduce the amount of waste going to landfill.
	Average Scoring	✓	✓	✓	✓	
IIO 9	To encourage sustainable use of water	✓	✓	✓	✓	It could place additional pressures on the water network but development comes with the potential for water-recycling and sustainable water measures when development

	resources					is in operation. The masterplan for the sub area and policies for new development in the area ensure proper water management is in place, including communal sustainable urban drainage systems (SuDS), to reduce water use, improve water quality, reuse rainwater and contain rainwater discharge.
IIAO 10	To maintain and enhance the quality of land and soils	✓	✓	✓	✓	New development will come forward on brownfield sites, providing opportunities to remediate contaminated land and utilise urban greening through the choice of the appropriate types and design of trees planting. As such, it helps to improve the soil quality with the creation of new green public space.
IIAO 11	To protect and enhance quality of landscape and townscape	✓	✓	✓	✓	A masterplan has been created for the sub area with respect to the history of the area, its existing character and townscape and strategic viewing considerations at a granular level. Informed by the masterplan, requirements for each site allocation within the sub area are carefully designed in terms of design guidance, heritage reservation and building height guidance. For example, the masterplan sets out the tallest 'Tier One' buildings should be located close to Old Kent Road, around the point where the Surrey Canal Park crosses the road and in conjunction with the Ruby Triangle open space proposed towards the centre of the site. Whereas, building heights should reduce immediately adjacent to the Canal Grove cottages in order to respect their more domestic scale.
IIAO 12	To conserve and enhance the historic environment and cultural assets	✓	-	✓	✓	The masterplan also takes into consideration for the sub area the history of the area, cultural assets and community heritage at a granular level, including the listed large gasholder, the Canal Grove Cottages and the cobblestone paving as a feature of local townscape merit. It informs both the site allocation requirements and the strategic planning for the whole sub area to enhance the historic environment and cultural assets.
IIAO 13	To protect and enhance open spaces, green corridors and biodiversity	✓	-	✓	✓	As part of the Greener Belt Strategy, the sub area provides a strategic planning for new parks, new pedestrian and cycle links providing safe walking routes and green corridors between schools and local community facilities. In addition, development on the site allocations will be required to provide open and green spaces including play facilities and greenery, providing a tranquil environment and comfortable places to sit and socialise or rest.
IIAO 14	To reduce vulnerability to flooding	✓	-	✓	✓	<p>Developing at higher densities could free up more space for landscape enhancements and flood mitigation measures as part of new and improved open spaces and public realm. Meanwhile, the plan requires flood risk to be reduced through implementing onsite sustainable urban drainage measures.</p> <p>Strategic flood risk assessment Level 2 has been prepared to assess the site allocations within the sub area. It provides evidence to ensure the proposed land uses are compatible with the relevant flood zone (i.e. passed the sequential test) and the sites having 'a more vulnerable use' have satisfied the exception test whereby flood risk to people and property will be managed satisfactorily, when allowing necessary development on this site to occur.</p> <p>Moreover, a detailed site-specific SFRA will be required for development on each site allocation to ensure flood risks will be properly mitigated and minimise flood risk</p>

						to the wider area through measures on site as mentioned above.
IIAO 15	To provide everyone with the opportunity to live in a decent home	✓✓	-	✓✓	✓✓	It delivers homes and a wider urban environment suitable for residents at all stages in their lives, encouraging people to live and work locally. This will include excellent cycling provision, safe secure streets with good building frontages and a choice of homes including a range of different sized homes, generous space standards and provision of specialist housing.
		✓✓	-	✓✓	✓✓	Aiming to deliver regeneration that works for all, the redevelopment will provide a range of housing tenures and sizes to attract both new and existing residents, phased over a number of years to facilitate existing residents to move in to benefit the improved connections, facilities and communities. A Community Review Panel is also set up to help the council better understand the needs of the local community. This panel will comment on plans for development in the area, giving independent advice on planning and discussing important issues including housing, transport, public and green spaces, and the environment
	Average Scoring	✓✓	-	✓✓	✓✓	
IIAO 16	To promote sustainable transport and minimise the need to travel by car	✓✓	-	✓✓	✓✓	In response to the Climate Emergency, the action area takes a people centred approach to movement with a particular focus on reducing the impact of carbon emissions from vehicles. Traffic movements will be reduced with the creation of safe and accessible walking and cycling routes, which become the first choice for moving around the area. New walkable neighbourhoods will benefit from the new parks and spaces in the greener belt, new developments that will be car free and the proximity to the new tube stations of the Bakerloo line extension. The transition to less polluting and low carbon vehicles, such as electric vehicles, will be supported especially for commercial vehicles, which are using the street the most. As such, the sub area will provide the required infrastructure to support the transition to net zero carbon with the reliable source of fuel or electricity for the convenient and security of business operation.
IIAO 17	To provide the necessary infrastructure to support existing and future development	✓✓	✓	✓✓	✓✓	The efficient delivery of quality development in the area will accelerate Community Infrastructure Levy (CIL) payments and other financial contributions toward the cost of Bakerloo Line Extension. This is planned alongside the thorough phasing plan for new development in the area to ensure the growth and regeneration of the area is well supported by the essential travel infrastructure. In addition, a wide range of infrastructure, serving economic, social and environmental purposes will be delivered to increase the capacity in supporting the existing and new residents and fostering cohesive and well-connected communities.

OKR13: Sandgate Street and Verney Road (NSP65)

Site requirements

Redevelopment of the site must:

- Provide new homes; and
- Provide the same amount of retail floorspace currently on the site and activate the Old Kent Road high street frontage; and
- Provide community uses; and
- Provide a new primary school and secondary school; and
- Provide a sports hall; and
- Explore the potential for a new health hub on Verney Way; and
- Provide the same amount of employment floorspace currently on the site and provide a range of employment spaces which is consistent with the building and land use types shown in Figure SA3.3; and
- Provide public open space including the Surrey Canal Linear Park, gasholder park and new pocket park at the Ruby Triangle and on the KFC site.

Relevant planning applications

16/AP/5235 (Built)

Varcoe Service Station, 1 Varcoe Road. Demolition of existing building and development comprising a part six, part 7 and part eight storey building to accommodate 57 new affordable residential units (Use Class C3) and provision of flexible employment / retail space on ground floor (Use Class B1, A1-A3).

18/AP/0897 (Approved)

Ruby Triangle. full planning permission is sought for demolition of existing buildings and structures on the site, and redevelopment consisting of three buildings at maximum heights of 17 storeys (including mezzanine) (+64.735m AOD), 48 Storeys (+170.830m AOD) and 40 storeys (including mezzanine) (+144.750m AOD), plus single storey basement under part of the site. Development would provide 1,152 residential dwellings (Class C3), retail, business and community spaces (Classes A1, A2, A3, A4, B1(a),(b),(c) and D1), public sports hall and gym (Class D2), public and private open space, formation of new accesses and alterations to existing accesses, energy centre, associated car and cycle parking and other associated works.

17/AP/4508 (Approved subject to S106)

6-12 Verney Road. Redevelopment of the site for a mixed use development comprising three buildings (Building 1: basement, ground, ground mezzanine plus 17 storeys (AOD 66.975m); Building 2: basement, ground, ground mezzanine plus 22 storeys (AOD 81.975m); Building 3: basement, ground, ground mezzanine plus 16 storeys (AOD 62.675m) to accommodate 338 residential unit, 5,234 Sqm GEA of commercial floor space (Class B1(c)), associated cycle and car parking, servicing, refuse and recycling, landscaping including contribution towards the new Surrey Canal linear park, and private and communal residential amenity space and children's playspace.

18/AP/0196 (Approved subject to S106)

Ruby Street, Murdoch Street and 685-695 Old Kent Road. Demolition of existing buildings and erection of and construction of a part 3, part 7, part 22 storey building (76.6m from ground level), with roof level amenity space, comprising 111 dwellings, 1,151 sqm (GIA) of D1 floorspace for a church with ancillary communal facilities, 2,173 sqm (GIA) of workspace (B1 (a/b/c) Use Class) and 87 sqm (GIA) of A1/A2/B1 floorspace, with associated landscaping, car and cycle parking, servicing and refuse and recycling facilities.

18/AP/2895 (Under construction)

Varcoe Road

Demolition of existing buildings and erection of a new mixed use development comprising a part 7, part 9 storey (maximum height above ground of 29.99m) building of 288sqm commercial floor space (Use Class B1) and 74 residential dwellings (Use Class C3) with associated bin stores, cycle stores, plant rooms and hard and soft landscaping.

19/AP/1710 (Approved subject to S106)

Carpet Right Site, 651 – 657 Old Kent Road

Full planning permission is sought for the demolition of existing buildings on the site and the comprehensive mixed-use redevelopment of the site comprising of two buildings of 10-storeys plus mezzanine (up to 38.900m AOD) and 19-storeys plus mezzanine (up to 71.500m AOD), comprising 262 residential units (Use Class C3 use), 2,736sqm GEA of flexible retail and commercial floorspace (Class A1/A2/A3/A4/B1 uses) at ground and mezzanine level, new public park, private and communal amenity space, associated car and cycle parking, access and servicing arrangements, plant and other associated works.

IIA Objective	Description	Averaged Grading	Sub grading	Commentary
IIAO 1	To tackle poverty and encourage wealth creation	✓✓	✓✓	The site will provide opportunities for jobs within construction, offices, retail, community facilities and the newly provided educational facilities. The increase in the number of local jobs will tackle poverty by decreasing the employment rate and providing a stable income to a greater number of people, and will subsequently encourage wealth creation within the local community.
			✓✓	Aligning with the policies in the plan, at least 10% affordable workspace at discount market rents will be provided over 30 years by new development of over 500 sqm GIA (gross) of employment floorspace. This is part of the bow tie employment strategy, which works to prioritise industrial, distribution, warehousing and creative makerspaces in the area and ensure the residents are trained and ready to access the new job opportunities.
IIAO 2	To improve the education and skill of the population	✓✓	✓✓	The provision of new employment, retail and community uses will allow staff to gain new skills whilst working in these establishments.
			✓✓	Aligning with the policies in the plan, major developments on this site will be required to provide specific programmes for mentorship, training or jobs for young people. As such, it will support the young generations to build up skills for employability and benefit from social regeneration.
			✓✓	Aligning with the policies in the plan, many new jobs and training opportunities will be generated as the provision is required for planning applications during the construction phase and in completed developments.
IIAO 3	To improve the health of the population	✓✓	✓✓	New residential provision on site will help meet the housing needs and address the overcrowding issue, which is one of the key determinants of health.
			✓✓	The sub area aims to connect communities by requiring development on this site to improve the environment for people walking and cycling, strengthening the network of parks and improve the links between parks, a tube station, workplaces and other local facilities such as a new sports hall, primary schools and shops on Old Kent Road. The positive environment will help to encourage behavioural changes for active travel and social interaction and as a result reduce health inequalities. For example, the provision of new open space will enable opportunities for play and open-air sports facilities, enabling exercise which supports good physical and mental health. The provision of green spaces would improve the long term health and wellbeing of the population.
IIAO 4	To reduce the incidence of crime and the fear of crime	✓✓	✓✓	Improved permeability through the delivery of excellent design, in accordance with the 'design out crime principles', will encourage street level activities, which in turn provide natural surveillance to reduce the perception of crime and incidence of crime. In keeping with this principle, provision of a new open space for people to sit and gather will also provide natural surveillance within the area. Moreover, the activation of frontages will open up spaces to promote social interaction and the feeling of public safety.
			✓✓	Providing new homes will result in more people in the local area, the increased presence and activity will result in greater natural surveillance within the locality which should reduce incidences and the fear of crime within the area.
IIAO 5	To promote social inclusion, equality, diversity and community cohesion	✓✓	✓✓	The application at the Ruby Triangle (18/AP/0892) will provide a gym and new public hall, and the application at the site (Land Bounded By Ruby Street Murdock Street) will provide floor space for a church. These community uses will help encourage more community interaction with different groups within the local area providing more awareness of the diverse groups living within the area and encouraging community cohesion.
			✓✓	The delivery of more homes, consisting of a mix of different sizes and tenures will bring more people to the area from a range of different backgrounds, this will create more opportunities for greater diversity within the area and encourage more community cohesion
			✓✓	The site should accommodate community uses. These could include nurseries, day centres, schools, art galleries, gymnasiums, cinemas and training centres. These are all important facilities for community and cultural uses within the borough to support existing and future development.
IIAO 6	To reduce contributions to climate change	✓	✓	Carbon offset fund will be collected in the area from development where it is not feasible to achieve zero carbon emission on site. The planning contributions, paid as the shortfall in on site carbon saving, will be spent on offsetting measures to reduce carbon emission in the existing buildings across the area. As a result, this will help to achieve carbon reduction.

			✓✓	Being a net zero carbon Area Action Plan, all new development will achieve net zero carbon by meeting the highest on site performance including the highest environmental building standards and net zero electricity and heating systems, banning gas boilers as the permanent heating solutions. They will also be required to connect to or enable future connection to a district heat network, which provides a supply of low carbon heat to homes, businesses and public buildings. The current district heat network for Old Kent Road is SELCHP.
			✓✓	It creates an opportunity to take a holistic approach to enhancing environment and networks for cycling and walking through the site allocation requirements to encourage active travel modes as an alternative to the usage of private car, which in turn significantly reduces contributions to climate change.
IIAO 7	To improve the air quality	✓✓	✓✓	In short term, air quality may be negatively impacted due to construction, where mitigation measures will be implemented. In long term, excellent design delivered through new developments within buildings and space in between will provide green infrastructure and encourage active travel modes including walking and cycling, which will in turn reduce the usage and emission of private cars (through phased plans for reducing parking provision and construction and transport management). It The design for green infrastructure will also effectively absorb greenhouse gases and reduce the concentration of air pollutants. It will significantly contribute to improving air quality and health of the communities.
			✓✓	The typologies in the masterplan promote mixed-use development including innovative solutions for mixing industrial development with new homes. Recognising that servicing is considered carefully to enable commercial premises to function without conflict with residential development, the plan sets out consolidation of servicing to enable more efficient movement of vehicles and reduce the pressure on the road network and improve air quality. It aims to maintain good air quality whilst ensuring efficient transport service is in place to support the vibrancy of businesses.
IIAO 8	To avoid waste and maximise, reuse or recycle waste arising as a resource	✓	-	Substantial demolition and intensification of development will create new waste demands to be managed. In order to effectively manage waste and reduce waste going to landfill, new development is required to provide adequate management of waste from construction and intensified development in accordance with the waste management hierarchy. For new development on this site services will be provided by the Old Kent Road integrated waste management facility including materials recovery and mechanical biological treatment.
			✓✓	The development in the sub area will connect to SELCHP district heat network that turns waste into energy and converts the excess heat to heat that can be used in heating buildings. This is considered to be a renewable source of heat, a process to more sustainably manage waste through combustion, to reduce the amount of waste going to landfill.
IIAO 9	To encourage sustainable use of water resources	✓	✓	It could place additional pressures on the water network but development comes with the potential for water-recycling and sustainable water measures when development is in operation. The masterplan for the sub area and policies for new development in the area ensure proper water management is in place, including communal sustainable urban drainage systems (SuDS), to reduce water use, improve water quality, reuse rainwater and contain rainwater discharge.
IIAO 10	To maintain and enhance the quality of land and soils	✓	✓	New development will come forward on brownfield sites, providing opportunities to remediate contaminated land and utilise urban greening through the choice of the appropriate types and design of trees planting. As such, it helps to improve the soil quality with the creation of new green public space.
IIAO 11	To protect and enhance quality of landscape and townscape	✓	✓	A masterplan has been created for the sub area with respect to the history of the area, its existing character and townscape and strategic viewing considerations at a granular level. Informed by the masterplan, requirements for each site allocation within the sub area are carefully designed in terms of design guidance, heritage reservation and building height guidance. For example, a new public space will form part of this site allocation and will help soften and enhance the landscape.
IIAO 12	To conserve and enhance the historic environment and cultural assets	✓✓	✓✓	The masterplan also takes into consideration for the sub area the history of the area, cultural assets and community heritage at a granular level. It informs both the site allocation requirements and the strategic planning for the whole sub area to enhance the historic environment and cultural assets.
				The site includes Grade II listed buildings Canal Grove Cottages and the Grade II listed Gasholder no.13 from the former gasworks. The site contains buildings and features of townscape merit.
				Tier 1 APA designation. The site is located in APA1- North Southwark and Roman Roads. Development will be respectful to the designations of conservation areas, listed buildings, areas of archaeological significance and protected views and designed in a way which seeks to enhance the setting of historical assets where relevant.
IIAO 13	To protect and enhance open spaces, green corridors and biodiversity	✓✓	✓✓	As part of the Greener Belt Strategy, the sub area provides a strategic planning for new parks, new pedestrian and cycle links providing safe walking routes and green corridors between schools and local community facilities. In addition, development on the site allocations will be required to provide open and green spaces including play facilities and greenery, providing a tranquil environment and comfortable places to sit and socialise or rest. The site allocation must provide new public open space. This will help to enhance biodiversity and ecological resilience.
IIAO 14	To reduce vulnerability to flooding	✓	✓	The sequential test confirms that the site (SFRA Level 2 - Analysis 17) will have a "more vulnerable" use (mixed use including residential, town centre, employment, open space and community uses) in Flood Zone 3 and therefore requires an additional exception test, which would be satisfied by the first criteria that the development proves to provide wider sustainability benefits to the community that outweigh flood risk. The site development will bring sustainability benefits as follows:

				<ul style="list-style-type: none"> - The redevelopment will provide new homes and create job opportunities during construction to tackle poverty - The provision of new employment , retail and community uses will allow staff to gain new skills whilst working in these - A lot of economic factors can impact upon housing price, which is an indicator of housing affordability. However, supply of more homes across London (in line with the draft London Plan housing target) in the long term will encourage the improved affordability of homes in the borough. By identifying development capacity for residential development housing delivery is supported and accelerated. By increasing certainty around infrastructure requirements housing growth should be sustained including affordable housing. It will help increase the amount of affordable tenure homes and the affordability of homes to address the needs of local people. - New residential provision will address the housing shortage, overcrowding and affordability issues, which are among the key determinants of public health - Improved frontages and green links will encourage walkability and cycling, which will bring positive health effects by encouraging active travel modes - The creation of new green links will combat severance between communities and encourage community interaction - Priority in walking and cycling in the design requirement of the site will promote active travel modes and reduce the incentive of driving, thus improving air quality and contributing to reduction in greenhouse emissions - The site is required to develop in a sensitive manner to the listed buildings, the open space and heritage assets, and reflect existing building heights, so as to respect the local character, heritage and townscape - Activation of frontages will open up spaces to promote social interaction and the feeling of public safety. - The site should accommodate community uses. These could include nurseries, day centres, schools, art galleries, gymnasiums, cinemas and training centres. These are all important facilities for community and cultural uses within the borough to support existing and future development. <p>To meet the second requirement that the development is safe for its lifetime, recommendations are set out in the report including site specific emergency evacuation procedures, flood resilient construction techniques and SuDS. No basement dwellings should be permitted in this area (Flood Zone 3).</p> <p>Applications 16/AP/5235, 18/AP/0897, 17/AP/4508 and 18/AP/0196, 18/AP/2895 and 19/AP/1710 are relevant to this site allocation, as planning permission has been granted. All approved applications on site have provided a site specific flood risk assessment and drainage strategy which demonstrates that the development will be safe for its lifetime taking account of the vulnerability of its users, without increasing flood risk elsewhere, and, where possible, reducing flood risk overall. The recommendations proposed by the FRA and drainage strategy have been accepted by the Environment Agency and Flood and Drainage Team.</p> <p>As such, the exception test is satisfied whereby flood risk to people and property will be managed satisfactorily, when allowing necessary development on this site to occur.</p>
IIAO 15	To provide everyone with the opportunity to live in a decent home	✓✓	✓✓	The policy will help to increase the amount of affordable tenure homes and the affordability of homes to address the needs of local people and to ensure that everyone has access to high quality housing, regardless of income.
			✓✓	The policy encourages the delivery of homes to increase housing supply within the borough. In the long-term, through the provision of more homes, including affordable homes, increased supply should improve the affordability of homes. The increased provision of affordable homes is encouraged through AAP4's fast track route for planning applications which trigger the affordable housing requirement.
			✓✓	Many economic factors can impact upon housing price, which is an indicator of housing affordability. However, supply of more homes across London (in line with the draft London Plan housing target) in the long term will encourage the improved affordability of homes in the borough.
			✓✓	By identifying development capacity for residential development, housing delivery is supported and accelerated. By increasing certainty around infrastructure requirements, housing growth should be sustained including affordable housing.
			✓✓	The increased delivery of housing and affordable housing should enable people in the borough who may have previously not have had a permanent home to be able to afford a home, and will enable families to remain residing in the same household or area if they choose to do so, which will have positive impacts for health and social cohesion.
IIAO 16	To promote sustainable transport and minimise the need to travel by car	✓✓	✓✓	In response to the Climate Emergency, the action area takes a people centred approach to movement with a particular focus on reducing the impact of carbon emissions from vehicles. Traffic movements will be reduced with the creation of safe and accessible walking and cycling routes, which become the first choice for moving around the area. New development on this site will create a walkable neighbourhood that is car free, provides cycle storage and enjoy the proximity to the new tube stations of the Bakerloo line extension.

IIAO 17	To provide the necessary infrastructure to support existing and future development	✓✓	✓✓	The site will provide a new gym, church and community hall. These are all important facilities for community uses within the borough to support existing and future development.
			✓✓	The efficient delivery of quality development in the area will accelerate Community Infrastructure Levy (CIL) payments and other financial contributions toward enhancement to infrastructure capacity and the cost of Bakerloo Line Extension. This is planned alongside the thorough phasing plan for new development in the area to ensure the growth and regeneration of the area is well supported by the essential travel infrastructure.

OKR14: 636 Old Kent Road (NSP70)				
<u>Site requirements</u>				
Redevelopment of the site must:				
<ul style="list-style-type: none"> • Provide new homes; and • Provide retail space. 				
Redevelopment of the site may:				
<ul style="list-style-type: none"> • Provide community uses. 				
<u>Relevant planning applications</u>				
17/AP/1646 (Under construction)				
634-636 Old Kent Road. Demolition of the existing buildings to facilitate the redevelopment of the site to create 42x residential units and 272 sq m (GIA) of flexible commercial floorspace (Class A1/A2/A3/B1) in a new building of between three and six storeys in height, together with disabled car parking, cycle parking, landscaping, plant, and associated works.				

IIA Objective	Description	Averaged Grading	Sub grading	Commentary
IIAO 1	To tackle poverty and encourage wealth creation	✓✓	✓✓	The site will provide opportunities for jobs within construction, retail and community facilities. The increase in the number of local jobs will tackle poverty and encourage wealth creation within the local community.
			✓✓	Aligning with the policies in the plan, at least 10% affordable workspace at discount market rents will be provided over 30 years by new development of over 500 sqm GIA (gross) of employment floorspace. This is part of the bow tie employment strategy, which works to prioritise industrial, distribution, warehousing and creative makerspaces in the area and ensure the residents are trained and ready to access the new job opportunities.
IIAO 2	To improve the education and skill of the population	✓✓	✓✓	The provision of new employment and retail use will allow staff to gain new skills whilst working in these establishments.
			✓✓	Aligning with the policies in the plan, major developments on this site will be required to provide specific programmes for mentorship, training or jobs for young people. As such, it will support the young generations to build up skills for employability and benefit from social regeneration.
			✓✓	Aligning with the policies in the plan, many new jobs and training opportunities will be generated as the provision is required for planning applications during the construction phase and in completed developments.
IIAO 3	To improve the health of the population	✓✓	✓✓	New residential provision on site will help meet the housing needs and address the overcrowding issue, which is one of the key determinants of health.
			✓✓	The sub area aims to connect communities by requiring development on this site to improve the environment for people walking and cycling, strengthening the network of parks and improve the links between parks, a tube station, workplaces and other local facilities such as a new sports hall, primary schools and shops on Old Kent Road. The positive environment will help to encourage behavioural changes for active travel and social interaction and as a result reduce health inequalities.

IIAO 4	To reduce the incidence of crime and the fear of crime	✓✓	✓✓	Improved permeability through the delivery of excellent design, in accordance with the 'design out crime principles', will encourage street level activities, which in turn provide natural surveillance to reduce the perception of crime and incidence of crime. In keeping with this design principle, the retention or provision of active frontages will open up spaces to promote social interaction and the feeling of public safety.
			✓✓	Providing new homes will result in more people in the local area, the increased presence and activity will result in greater natural surveillance within the locality which should reduce incidences and the fear of crime within the area.
IIAO 5	To promote social inclusion, equality, diversity and community cohesion	✓✓	✓✓	The site will provide opportunities for the local community to sit and gather through A3 uses such as restaurants, which will increase opportunities for the community interaction.
			✓✓	The delivery of more homes, consisting of a mix of different sizes and tenures will bring more people to the area from a range of different backgrounds, this will create more opportunities for greater diversity within the area and encourage more community cohesion
IIAO 6	To reduce contributions to climate change	✓✓	✓	Carbon offset fund will be collected in the area from development where it is not feasible to achieve zero carbon emission on site. The planning contributions, paid as the shortfall in on site carbon saving, will be spent on offsetting measures to reduce carbon emission in the existing buildings across the area. As a result, this will help to achieve carbon reduction.
			✓✓	Being a net zero carbon Area Action Plan, all new development will achieve net zero carbon by meeting the highest on site performance including the highest environmental building standards and net zero electricity and heating systems, banning gas boilers as the permanent heating solutions. They will also be required to connect to or enable future connection to a district heat network, which provides a supply of low carbon heat to homes, businesses and public buildings. The current district heat network for Old Kent Road is SELCHP.
			✓✓	It creates an opportunity to take a holistic approach to enhancing environment and networks for cycling and walking through the site allocation requirements to encourage active travel modes as an alternative to the usage of private car, which in turn significantly reduces contributions to climate change.
IIAO 7	To improve the air quality	✓✓	✓✓	In short term, air quality may be negatively impacted due to construction, where mitigation measures will be implemented. In long term, excellent design delivered through new developments within buildings and space in between will provide green infrastructure and encourage active travel modes including walking and cycling, which will in turn reduce the usage and emission of private cars (through phased plans for reducing parking provision and construction and transport management). It The design for green infrastructure will also effectively absorb greenhouse gases and reduce the concentration of air pollutants. It will significantly contribute to improving air quality and health of the communities.
			✓✓	The typologies in the masterplan promote mixed-use development including innovative solutions for mixing industrial development with new homes. Recognising that servicing is considered carefully to enable commercial premises to function without conflict with residential development, the plan sets out consolidation of servicing to enable more efficient movement of vehicles and reduce the pressure on the road network and improve air quality. It aims to maintain good air quality whilst ensuring efficient transport service is in place to support the vibrancy of businesses.
IIAO 8	To avoid waste and maximise, reuse or recycle waste arising as a resource	✓	-	Substantial demolition and intensification of development will create new waste demands to be managed. In order to effectively manage waste and reduce waste going to landfill, new development is required to provide adequate management of waste from construction and intensified development in accordance with the waste management hierarchy. For new development on this site services will be provided by the Old Kent Road integrated waste management facility including materials recovery and mechanical biological treatment.
			✓✓	The development in the sub area will connect to SELCHP district heat network that turns waste into energy and converts the excess heat to heat that can be used in heating buildings. This is considered to be a renewable source of heat, a process to more sustainably manage waste through combustion, to reduce the amount of waste going to landfill.
IIAO 9	To encourage sustainable use of water resources	✓	✓	It could place additional pressures on the water network but development comes with the potential for water-recycling and sustainable water measures when development is in operation. The masterplan for the sub area and policies for new development in the area ensure proper water management is in place, including communal sustainable urban drainage systems (SuDS), to reduce water use, improve water quality, reuse rainwater and contain rainwater discharge.
IIAO 10	To maintain and enhance the quality of land and soils	✓	✓	New development will come forward on brownfield sites, providing opportunities to remediate contaminated land and utilise urban greening through the choice of the appropriate types and design of trees planting. As such, it helps to improve the soil quality with the creation of new green public space.
IIAO 11	To protect and enhance quality of landscape and townscape	✓	✓	A masterplan has been created for the sub area with respect to the history of the area, its existing character and townscape and strategic viewing considerations at a granular level. Informed by the masterplan, requirements for each site allocation within the sub area are carefully designed in terms of design guidance, heritage reservation and building height guidance.

IIAO 12	To conserve and enhance the historic environment and cultural assets	✓	✓	<p>The masterplan also takes into consideration for the sub area the history of the area, cultural assets and community heritage at a granular level. It informs both the site allocation requirements and the strategic planning for the whole sub area to enhance the historic environment and cultural assets.</p> <p>Tier 1 APA designation. The site is located in APA1- North Southwark and Roman Roads.</p> <p>Development will be respectful to the designations of conservation areas, listed buildings, areas of archaeological significance and protected views and designed in a way which seeks to enhance the setting of historical assets where relevant.</p>
IIAO 13	To protect and enhance open spaces, green corridors and biodiversity	✓	✓	<p>As part of the Greener Belt Strategy, the sub area provides a strategic planning for new parks, new pedestrian and cycle links providing safe walking routes and green corridors between schools and local community facilities. In addition, development on the site allocations will be required to provide open and green spaces including play facilities and greenery, providing a tranquil environment and comfortable places to sit and socialise or rest.</p>
IIAO 14	To reduce vulnerability to flooding	✓	✓	<p>The sequential test confirms that the site (SFRA Level 2 - Analysis 15) will have a “more vulnerable” use (mixed use including residential, town centre, employment and community uses) in Flood Zone 3 and therefore requires an additional exception test, which would be satisfied by the first criteria that the development proves to provide wider sustainability benefits to the community that outweigh flood risk. The site development will bring sustainability benefits as follows:</p> <ul style="list-style-type: none"> - The redevelopment will provide new homes and create job opportunities during construction to tackle poverty - The provision of new employment , retail and community uses will allow staff to gain new skills whilst working in these - The policy encourages the delivery of homes to increase housing supply within the borough. In the long-term, through the provision of more homes, including affordable homes, increased supply should improve the affordability of homes. The increased provision of affordable homes is encouraged through AAP4’s fast track route for planning applications which trigger the affordable housing requirement. A lot of economic factors can impact upon housing price, which is an indicator of housing affordability. However, supply of more homes across London (in line with the draft London Plan housing target) in the long term will encourage the improved affordability of homes in the borough. - New residential provision will address the housing shortage, overcrowding and affordability issues, which are among the key determinants of public health - Activation of frontages will open up spaces to promote social interaction and the feeling of public safety. - The site is required to develop in a sensitive manner to the listed buildings, the open space and heritage assets, and reflect existing building heights, so as to respect the local character, heritage and townscape <p>To meet the second requirement that the development is safe for its lifetime, recommendations are set out in the report including site specific emergency evacuation procedures, flood resilient construction techniques and SuDS. No basement dwellings should be permitted in this area (Flood Zone 3).</p> <p>Application 17/AP/1646 is relevant to this site allocation, as planning permission has been granted subject to S106 legal agreement. A Flood Risk Assessment was submitted with the application and considered in the decision making process.</p> <p>The FRA noted that the ground floor has a number of more vulnerable uses including sleeping accommodation, kitchen, living-dining, stores and bathrooms. There is also a water tank room, communal area and wheelchair parking, post and meter room at ground level. The FRA states that the proposed ground floor FFL for the proposed development will be +3.43mAOD which is the highest level achievable on site whilst maintaining safe access to the site from the adjacent public Highway. This FFL is circa 0.23m above the 2065 modelled flood for an extreme inundation event. It is 0.3m below the 2100 modelled level. To compensate for this considerations for flood resistant construction and safe access and egress are mentioned.</p> <p>The FRA makes consideration for the following mitigation measures that should be adhered to:</p> <ul style="list-style-type: none"> - Flood resilience: the proposed development provides the opportunity to protect inhabitants by adopting flood resilience measures that take into account predicted effects of climate change - Flood warning: there is a recommendation to notify residents and encourage them to sign up to the EA flood warning systems to provide them with advanced notice in the unlikely case of a flood event. <p>As such, the exception test is satisfied whereby flood risk to people and property will be managed satisfactorily, when allowing necessary development on this site to occur.</p>

IIAO 15	To provide everyone with the opportunity to live in a decent home	✓✓	✓✓	The policy will help to increase the amount of affordable tenure homes and the affordability of homes to address the needs of local people and to ensure that everyone has access to high quality housing, regardless of income.
			✓✓	The policy encourages the delivery of homes to increase housing supply within the borough. In the long-term, through the provision of more homes, including affordable homes, increased supply should improve the affordability of homes. The increased provision of affordable homes is encouraged through Policy AAP14's fast track route for planning applications which trigger the affordable housing requirement.
			✓✓	Many economic factors can impact upon housing price, which is an indicator of housing affordability. However, supply of more homes across London (in line with the draft London Plan housing target) in the long term will encourage the improved affordability of homes in the borough.
			✓✓	By identifying development capacity for residential development, housing delivery is supported and accelerated. By increasing certainty around infrastructure requirements, housing growth should be sustained including affordable housing.
			✓✓	The increased delivery of housing and affordable housing should enable people in the borough who may have previously not have had a permanent home to be able to afford a home, and will enable families to remain residing in the same household or area if they choose to do so, which will have positive impacts for health and social cohesion.
IIAO 16	To promote sustainable transport and minimise the need to travel by car	✓✓	✓✓	In response to the Climate Emergency, the action area takes a people centred approach to movement with a particular focus on reducing the impact of carbon emissions from vehicles. Traffic movements will be reduced with the creation of safe and accessible walking and cycling routes, which become the first choice for moving around the area. New development on this site will create a walkable neighbourhood that is car free, provides cycle storage and enjoy the proximity to the new tube stations of the Bakerloo line extension.
IIAO 17	To provide the necessary infrastructure to support existing and future development	✓✓	✓✓	The efficient delivery of quality development in the area will accelerate Community Infrastructure Levy (CIL) payments and other financial contributions toward enhancement to infrastructure capacity and the cost of Bakerloo Line Extension. This is planned alongside the thorough phasing plan for new development in the area to ensure the growth and regeneration of the area is well supported by the essential travel infrastructure.

OKR15: 684-698 Old Kent Road (Kwikfit garage) (NSP69)

Site requirements

Redevelopment of the site must:

- Provide new homes; and
- Provide retail space.

Redevelopment of the site may:

- Provide community uses.

IIA Objective	Description	Averaged Grading	Sub grading	Commentary
IIAO 1	To tackle poverty and encourage wealth creation	✓✓	✓✓	The site will provide opportunities for jobs within construction, offices, retail and community facilities. The increase in the number of local jobs will tackle poverty by decreasing the employment rate and providing a stable income to a greater number of people, and will subsequently encourage wealth creation within the local community.
			✓✓	Aligning with the policies in the plan, at least 10% affordable workspace at discount market rents will be provided over 30 years by new development of over 500 sqm GIA (gross) of employment floorspace. This is part of the bow tie employment strategy, which works to prioritise industrial, distribution, warehousing and creative makerspaces in the area and ensure the residents are trained and ready to access the new job opportunities.
IIAO 2	To improve the education and skill of the population	✓✓	✓✓	The provision of new employment, retail and community uses will allow staff to gain new skills whilst working in these establishments.
			✓✓	Aligning with the policies in the plan, major developments on this site will be required to provide specific programmes for mentorship, training or jobs for young people. As such, it will support the young generations to build up skills for employability and benefit from social regeneration.
			✓✓	Aligning with the policies in the plan, many new jobs and training opportunities will be generated as the provision is required for planning applications during the construction phase and in completed developments.
IIAO 3	To improve the health of the population	✓✓	✓✓	New residential provision on site will help meet the housing needs and address the overcrowding issue, which is one of the key determinants of health.
			✓✓	The sub area aims to connect communities by requiring development on this site to improve the environment for people walking and cycling, strengthening the network of parks and improve the links between parks, a tube station, workplaces and other local facilities such as a new sports hall, primary schools and shops on Old Kent Road. The positive environment will help to encourage behavioural changes for active travel and social interaction and as a result reduce health inequalities.
IIAO 4	To reduce the incidence of crime and the fear of crime	✓✓	✓✓	The retention or provision of active frontages will open up spaces to promote social interaction and the feeling of public safety.
			✓✓	Providing new homes will result in more people in the local area, the increased presence and activity will result in greater natural surveillance within the locality which should reduce incidences and the fear of crime within the area.
IIAO 5	To promote social inclusion, equality, diversity and community cohesion	✓✓	✓✓	New community uses on site could provide entertainment and arts facilities to the community at large which can help to encourage more community interaction.
			✓✓	The site could seek to improve areas in which people can meet, in formal and informal settings, such as outdoor public spaces, restaurants, cafes, and community halls.

			✓✓	The delivery of more homes, consisting of a mix of different sizes and tenures will bring more people to the area from a range of different backgrounds, this will create more opportunities for greater diversity within the area and encourage more community cohesion
IIAO 6	To reduce contributions to climate change	✓	✓	Carbon offset fund will be collected in the area from development where it is not feasible to achieve zero carbon emission on site. The planning contributions, paid as the shortfall in on site carbon saving, will be spent on offsetting measures to reduce carbon emission in the existing buildings across the area. As a result, this will help to achieve carbon reduction.
			✓✓	Being a net zero carbon Area Action Plan, all new development will achieve net zero carbon by meeting the highest on site performance including the highest environmental building standards and net zero electricity and heating systems, banning gas boilers as the permanent heating solutions. They will also be required to connect to or enable future connection to a district heat network, which provides a supply of low carbon heat to homes, businesses and public buildings. The current district heat network for Old Kent Road is SELCHP.
			✓✓	It creates an opportunity to take a holistic approach to enhancing environment and networks for cycling and walking through the site allocation requirements to encourage active travel modes as an alternative to the usage of private car, which in turn significantly reduces contributions to climate change.
IIAO 7	To improve the air quality	✓	✓✓	In short term, air quality may be negatively impacted due to construction, where mitigation measures will be implemented. In long term, excellent design delivered through new developments within buildings and space in between will provide green infrastructure and encourage active travel modes including walking and cycling, which will in turn reduce the usage and emission of private cars (through phased plans for reducing parking provision and construction and transport management). It The design for green infrastructure will also effectively absorb greenhouse gases and reduce the concentration of air pollutants. It will significantly contribute to improving air quality and health of the communities.
IIAO 8	To avoid waste and maximise, reuse or recycle waste arising as a resource	✓	-	Substantial demolition and intensification of development will create new waste demands to be managed. In order to effectively manage waste and reduce waste going to landfill, new development is required to provide adequate management of waste from construction and intensified development in accordance with the waste management hierarchy. For new development on this site services will be provided by the Old Kent Road integrated waste management facility including materials recovery and mechanical biological treatment.
			✓✓	The development in the sub area will connect to SELCHP district heat network that turns waste into energy and converts the excess heat to heat that can be used in heating buildings. This is considered to be a renewable source of heat, a process to more sustainably manage waste through combustion, to reduce the amount of waste going to landfill.
IIAO 9	To encourage sustainable use of water resources	✓	✓	It could place additional pressures on the water network but development comes with the potential for water-recycling and sustainable water measures when development is in operation. The masterplan for the sub area and policies for new development in the area ensure proper water management is in place, including communal sustainable urban drainage systems (SuDS), to reduce water use, improve water quality, reuse rainwater and contain rainwater discharge.
IIAO 10	To maintain and enhance the quality of land and soils	✓	✓	New development will come forward on brownfield sites, providing opportunities to remediate contaminated land and utilise urban greening through the choice of the appropriate types and design of trees planting. As such, it helps to improve the soil quality with the creation of new green public space.
IIAO 11	To protect and enhance quality of landscape and townscape	✓	✓	A masterplan has been created for the sub area with respect to the history of the area, its existing character and townscape and strategic viewing considerations at a granular level. Informed by the masterplan, requirements for each site allocation within the sub area are carefully designed in terms of design guidance, heritage reservation and building height guidance.
IIAO 12	To conserve and enhance the historic environment and cultural assets	✓	✓	The masterplan also takes into consideration for the sub area the history of the area, cultural assets and community heritage at a granular level. It informs both the site allocation requirements and the strategic planning for the whole sub area to enhance the historic environment and cultural assets
			✓	The site is adjacent to the Grade II listed Camberwell Public Library and Livesey Museum.
			✓	1 APA designation. The site is located in APA1- North Southwark and Roman Roads. Development will be respectful to the designations of conservation areas, listed buildings, areas of archaeological significance and protected views and designed in a way which seeks to enhance the setting of historical assets where relevant.
IIAO 13	To protect and enhance open spaces, green corridors and biodiversity	✓	✓	As part of the Greener Belt Strategy, the sub area provides a strategic planning for new parks, new pedestrian and cycle links providing safe walking routes and green corridors between schools and local community facilities. In addition, development on the site allocations will be required to provide open and green spaces including play facilities and greenery, providing a tranquil environment and comfortable places to sit and socialise or rest.

IIAO 14	To reduce vulnerability to flooding	✓	✓	<p>The sequential test confirms that the site (SFRA Level 2 - Analysis 17) will have a “more vulnerable” use (mixed use including residential, town centre, employment and community uses) in Flood Zone 3 and therefore requires an additional exception test, which would be satisfied by the first criteria that the development proves to provide wider sustainability benefits to the community that outweigh flood risk. The site development will bring sustainability benefits as follows:</p> <ul style="list-style-type: none"> - The redevelopment will provide new homes and create job opportunities during construction to tackle poverty - The provision of new employment , retail and community uses will allow staff to gain new skills whilst working in these - The policy encourages the delivery of homes to increase housing supply within the borough. In the long-term, through the provision of more homes, including affordable homes, increased supply should improve the affordability of homes. The increased provision of affordable homes is encouraged through AAP4’s fast track route for planning applications which trigger the affordable housing requirement. A lot of economic factors can impact upon housing price, which is an indicator of housing affordability. However, supply of more homes across London (in line with the draft London Plan housing target) in the long term will encourage the improved affordability of homes in the borough. - New residential provision will address the housing shortage, overcrowding and affordability issues, which are among the key determinants of public health - New community uses on site which will provide entertainment and arts facilities to the community at large which can help to encourage more community interaction. - Activation of frontages will open up spaces to promote social interaction and the feeling of public safety. - The site is required to develop in a sensitive manner to the listed buildings, the open space and heritage assets, and reflect existing building heights, so as to respect the local character, heritage and townscape - The site should accommodate community uses. These could include nurseries, day centres, schools, art galleries, gymnasiums, cinemas and training centres. These are all important facilities for community and cultural uses within the borough to support existing and future development. <p>To meet the second requirement that the development is safe for its lifetime, recommendations are set out in the report including site specific emergency evacuation procedures, flood resilient construction techniques and SuDS. No basement dwellings should be permitted in this area (Flood Zone 3).</p> <p>A site-specific FRA is also required for any development proposals to demonstrate that the development will be safe for its lifetime taking account of the vulnerability of its users, without increasing flood risk elsewhere, and, where possible, reducing flood risk overall. A Basement Impact Assessment will be separately required for any development proposals incorporating new or extended basement areas.</p> <p>As such, the exception test is satisfied whereby flood risk to people and property will be managed satisfactorily, when allowing necessary development on this site to occur.</p>
IIAO 15	To provide everyone with the opportunity to live in a decent home	✓✓	✓✓	<p>The policy will help to increase the amount of affordable tenure homes and the affordability of homes to address the needs of local people and to ensure that everyone has access to high quality housing, regardless of income.</p> <p>The policy encourages the delivery of homes to increase housing supply within the borough. In the long-term, through the provision of more homes, including affordable homes, increased supply should improve the affordability of homes. The increased provision of affordable homes is encouraged through AAP4’s fast track route for planning applications which trigger the affordable housing requirement</p> <p>Many economic factors can impact upon housing price, which is an indicator of housing affordability. However, supply of more homes across London (in line with the draft London Plan housing target) in the long term will encourage the improved affordability of homes in the borough.</p> <p>By identifying development capacity for residential development, housing delivery is supported and accelerated. By increasing certainty around infrastructure requirements, housing growth should be sustained including affordable housing.</p> <p>The increased delivery of housing and affordable housing should enable people in the borough who may have previously not have had a permanent home to be able to afford a home, and will enable families to remain residing in the same household or area if they choose to do so, which will have positive impacts for health and social cohesion.</p>
IIAO 16	To promote sustainable transport and minimise the need to travel by car	✓✓	✓✓	<p>In response to the Climate Emergency, the action area takes a people centred approach to movement with a particular focus on reducing the impact of carbon emissions from vehicles. Traffic movements will be reduced with the creation of safe and accessible walking and cycling routes, which become the first choice for moving around the area. New development on this site will create a walkable neighbourhood that is car free,</p>

				provides cycle storage and enjoy the proximity to the new tube stations of the Bakerloo line extension.
IIAO 17	To provide the necessary infrastructure to support existing and future development	✓✓	✓✓	The site should accommodate community uses. These could include nurseries, day centres, schools, art galleries, gymnasiums, cinemas and training centres. These are all important facilities for community and cultural uses within the borough to support existing and future development.
			✓✓	The efficient delivery of quality development in the area will accelerate Community Infrastructure Levy (CIL) payments and other financial contributions toward enhancement to infrastructure capacity and the cost of Bakerloo Line Extension. This is planned alongside the thorough phasing plan for new development in the area to ensure the growth and regeneration of the area is well supported by the essential travel infrastructure.

Detailed integrated impact assessment for:

Sub Area 4: Hatcham, Ilderton and Old Kent Road (South)

Including:

- OKR 16 – Hatcham Road and Ilderton Road (NSP67)
- OKR 17 – South of Old Kent Road (760, 812 and 840 Old Kent Road, Toys'R'Us and Aldi Stores) (NSP68)
- OKR 18 - Devon Street and Sylvan Grove (NSP66)

IIAO	Sub Area 4				OKR 16 (NSP67)	OKR 17 (NSP68)	OKR 18 (NSP66)
	Area wide	S	M	L			
IIAO 1	✓✓	✓	✓✓	✓✓	✓✓	✓✓	✓✓
IIAO 2	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓
IIAO 3	✓✓	✓	✓✓	✓✓	✓✓	✓✓	✓✓
IIAO 4	✓	-	✓	✓	✓✓	✓✓	✓✓
IIAO 5	✓✓	-	✓✓	✓✓	✓✓	✓✓	✓✓
IIAO 6	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓
IIAO 7	✓✓	-	✓✓	✓✓	✓✓	✓✓	✓
IIAO 8	✓	✓	✓	✓	✓	✓	✓
IIAO 9	✓	✓	✓	✓	✓	-	✓
IIAO 10	✓	✓	✓	✓	✓	-	✓
IIAO 11	✓	✓	✓	✓	✓	✓	✓✓
IIAO 12	✓	-	✓	✓	✓	✓	✓
IIAO 13	✓	-	✓	✓	✓✓	✓	✓✓
IIAO 14	✓	-	✓	✓	✓	✓	✓
IIAO 15	✓✓	-	✓✓	✓✓	✓✓	✓✓	✓✓
IIAO 16	✓✓	-	✓✓	✓✓	✓✓	✓	✓
IIAO 17	✓✓	✓	✓✓	✓✓	✓✓	✓✓	✓✓
Avg.	79%	32%	79%	79%	94%	71%	85%

Sub Area 4: Hatcham, Ilderton and Old Kent Road (South)

Sub Area 4: Hatcham, Ilderton and Old Kent Road (South)						
IIA Objective	Description	Area-wide	Timescale			Commentary
			Short term	Medium term	Long term	
IIAO 1	To tackle poverty and encourage wealth creation	✓✓	✓	✓✓	✓✓	The area-wide redevelopment will revitalise the neighbourhood with an improved living environment that will encourage inward investment and boost local economy such as retail uses serving the local community. For example, OKR16 (Hatcham Road and Ilderton Road), current home to existing 84 businesses and 859 jobs, will be redeveloped into a mixed-use scheme which see 2,200 new jobs and 2,746 new homes, along with two parks.
		✓✓	✓	✓✓	✓✓	The growing population under the intensification and revitalisation of the existing industrial and residential area will produce economic synergy by creating new job opportunities for local residents and providing enterprise opportunities in the business area.
		✓✓	✓	✓✓	✓✓	Aligning with the policies in the plan, at least 10% affordable workspace at discount market rents will be provided over 30 years by new development of over 500 sqm GIA (gross) of employment floorspace. This is part of the bow tie employment strategy, which works to prioritise industrial, distribution, warehousing and creative makerspaces in the area and ensure the residents are trained and ready to access the new job opportunities.
	Average Scoring	✓✓	✓	✓✓	✓✓	
IIAO 2	To improve the education and skill of the population	✓✓	✓	✓	✓✓	The sub area 4 will see the expansion of existing schools to provide high quality education opportunities for the new generations in the area.
		✓✓	✓✓	✓✓	✓✓	Aligning with the policies in the plan, major developments in the sub area will be required to provide specific programmes for mentorship, training or jobs for young people. As such, it will support the young generations to build up skills for employability and benefit from social regeneration.
		✓✓	✓✓	✓✓	✓✓	Aligning with the policies in the plan, many new jobs and training opportunities will be generated in the sub area as the provision is required for planning applications during the construction phase and in completed developments.
	Average Scoring	✓✓	✓✓	✓✓	✓✓	
IIAO 3	To improve the health of the population	✓✓	✓	✓✓	✓✓	The area vision looks to deliver excellent design that expresses timeless quality and variety within buildings and public spaces in between, contributing to the sense of different districts and to the health and well-being of communities across the development area.

		✓✓	✓	✓✓	✓✓	The sub area aims to connect communities by requiring development to improve the environment for people walking and cycling, strengthening the network of parks and improve the links between parks, a tube station, workplaces and other local facilities such as churches, schools and shops on Old Kent Road. The positive environment will help to encourage behavioural changes for active travel and social interaction and as a result reduce health inequalities.
	Average Scoring	✓✓	✓	✓✓	✓✓	
IIAO 4	To reduce the incidence of crime and the fear of crime	✓	-	✓	✓	Improved permeability through the delivery of excellent design, in accordance with the 'design out crime principles', will encourage street level activities, which in turn provide natural surveillance to reduce the perception of crime and incidence of crime.
IIAO 5	To promote social inclusion, equality, diversity and community cohesion	✓✓	-	✓✓	✓✓	Aligning with the policies in the plan, it will deliver mixed communities on different income levels and social backgrounds with the tenure-blind approach and at least 35% affordable housing with preference to social rented housing.
		✓✓	-	✓✓	✓✓	Recognising the potential of regeneration with new residents whilst protecting existing communities, the redevelopment will offer a range of housing tenures and sizes, phased over a number of years, to attract and facilitate existing residents to stay and benefit from the improved connections, facilities and communities.
		✓✓	-	✓✓	✓✓	A wide range of community infrastructure will be provided to serve the area, including schools, new parks, sports facilities and new civic spaces such as Pat Hickson Park to promote social interaction, participation and cohesion among residents on different backgrounds.
		✓✓	✓✓	✓✓	✓✓	To ensure planning works to benefit all from regeneration, a Social Regeneration Charter is drawn up for the area which sets out detailed aims for reducing social, economic and health inequalities and explains how the council will monitor the progress towards achieving a number of promises which the council has made to the community.
	Average Scoring	✓✓	-	✓✓	✓✓	
IIAO 6	To reduce contributions to climate change	✓	✓	✓	✓	Carbon offset fund will be collected in the area from development where it is not feasible to achieve zero carbon emission on site. The planning contributions, paid as the shortfall in on site carbon saving, will be spent on offsetting measures to reduce carbon emission in the existing buildings across the area. As a result, this will help to achieve carbon reduction.
		✓✓	✓✓	✓✓	✓✓	Being a net zero carbon Area Action Plan, all new development will achieve net zero carbon by meeting the highest on site performance including the highest environmental building standards and net zero electricity and heating systems, banning gas boilers as the permanent heating solutions. They will also be required to connect to or enable future connection to a district heat network, which provides a supply of low carbon heat to homes, businesses and public buildings. The current district heat network for Old Kent Road is SELCHP.

		✓✓	✓	✓✓	✓✓	It creates an opportunity to take a holistic approach to enhancing environment and networks for cycling and walking through the area-wide master planning to encourage active travel modes as an alternative to the usage of private car, which in turn significantly reduces contributions to climate change.
	Average Scoring	✓✓	✓✓	✓✓	✓✓	
IIAO 7	To improve the air quality	✓✓	-	✓✓	✓✓	In short term, air quality may be negatively impacted due to construction, where mitigation measures will be implemented. In long term, excellent design delivered through new developments within buildings and space in between will provide green infrastructure and encourage active travel modes including walking and cycling, which will in turn reduce the usage and emission of private cars (through phased plans for reducing parking provision and construction and transport management). It The design for green infrastructure will also effectively absorb greenhouse gases and reduce the concentration of air pollutants. It will significantly contribute to improving air quality and health of the communities.
		✓✓	-	✓✓	✓✓	The typologies in the masterplan promote mixed-use development including innovative solutions for mixing industrial development with new homes. Recognising that servicing is considered carefully to enable commercial premises to function without conflict with residential development, the plan sets out consolidation of servicing to enable more efficient movement of vehicles and reduce the pressure on the road network and improve air quality. It aims to maintain good air quality whilst ensuring efficient transport service is in place to support the vibrancy of businesses.
	Average Scoring	✓✓	-	✓✓	✓✓	
IIAO 8	To avoid waste and maximise, reuse or recycle waste arising as a resource	-	-	-	-	Substantial demolition and intensification of development will create new waste demands to be managed. In order to effectively manage waste and reduce waste going to landfill, new development is required to provide adequate management of waste from construction and intensified development in accordance with the waste management hierarchy. For new development in the sub area services will be provided by the Old Kent Road integrated waste management facility including materials recovery and mechanical biological treatment.
		✓✓	✓✓	✓✓	✓✓	The development in the sub area will connect to SELCHP district heat network that turns waste into energy and converts the excess heat to heat that can be used in heating buildings. This is considered to be a renewable source of heat, a process to more sustainably manage waste through combustion, to reduce the amount of waste going to landfill.
	Average Scoring	✓	✓	✓	✓	
IIAO 9	To encourage sustainable use of water resources	✓	✓	✓	✓	It could place additional pressures on the water network but development comes with the potential for water-recycling and sustainable water measures when development is in operation. The masterplan for the sub area and policies for new development in

						the area ensure proper water management is in place, including communal sustainable urban drainage systems (SuDS), to reduce water use, improve water quality, reuse rainwater and contain rainwater discharge.
IIAO 10	To maintain and enhance the quality of land and soils	✓	✓	✓	✓	New development will come forward on brownfield sites, providing opportunities to remediate contaminated land and utilise urban greening through the choice of the appropriate types and design of trees planting. As such, it helps to improve the soil quality with the creation of new green public space.
IIAO 11	To protect and enhance quality of landscape and townscape	✓	✓	✓	✓	A masterplan has been created for the sub area with respect to the history of the area, its existing character and townscape and strategic viewing considerations at a granular level. Informed by the masterplan, requirements for each site allocation within the sub area are carefully designed in terms of design guidance, heritage reservation and building height guidance. For example, the masterplan sets out the key elements of the building heights strategy for the site allocations and makes sure the new developments are respectful to the immediate context.
IIAO 12	To conserve and enhance the historic environment and cultural assets	✓	-	✓	✓	The masterplan also takes into consideration for the sub area the history of the area, cultural assets and community heritage at a granular level, including the Penarth Centre as a building of townscape merit and the Caroline Gardens conservation area. It informs both the site allocation requirements and the strategic planning for the whole sub area to enhance the historic environment and cultural assets.
IIAO 13	To protect and enhance open spaces, green corridors and biodiversity	✓	-	✓	✓	As part of the Greener Belt Strategy, the sub area provides a strategic planning for new parks, new pedestrian and cycle links providing safe walking routes and green corridors between schools and local community facilities. In addition, development on the site allocations will be required to provide open and green spaces including play facilities and greenery, providing a tranquil environment and comfortable places to sit and socialise or rest.
IIAO 14	To reduce vulnerability to flooding	✓	-	✓	✓	<p>Developing at higher densities could free up more space for landscape enhancements and flood mitigation measures as part of new and improved open spaces and public realm. Meanwhile, the plan requires flood risk to be reduced through implementing onsite sustainable urban drainage measures.</p> <p>Strategic flood risk assessment Level 2 has been prepared to assess the site allocations within the sub area. It provides evidence to ensure the proposed land uses are compatible with the relevant flood zone (i.e. passed the sequential test) and the sites having 'a more vulnerable use' have satisfied the exception test whereby flood risk to people and property will be managed satisfactorily, when allowing necessary development on this site to occur.</p> <p>Moreover, a detailed site-specific SFRA will be required for development on each site allocation to ensure flood risks will be properly mitigated and minimise flood risk to the wider area through measures on site as mentioned above.</p>
IIAO 15	To provide everyone with the opportunity to live in a decent home	✓✓	-	✓✓	✓✓	It delivers homes and a wider urban environment suitable for residents at all stages in their lives, encouraging people to live and work locally. This will include excellent cycling provision, safe secure streets with good building frontages and a choice of

					homes including a range of different sized homes, generous space standards and provision of specialist housing.	
		✓✓	-	✓✓	✓✓	<p>Aiming to deliver regeneration that works for all, the redevelopment will provide a range of housing tenures and sizes to attract both new and existing residents, phased over a number of years to facilitate existing residents to move in to benefit the improved connections, facilities and communities.</p> <p>A Community Review Panel is also set up to help the council better understand the needs of the local community. This panel will comment on plans for development in the area, giving independent advice on planning and discussing important issues including housing, transport, public and green spaces, and the environment</p>
	Average Scoring	✓✓	-	✓✓	✓✓	
IIAO 16	To promote sustainable transport and minimise the need to travel by car	✓✓	-	✓✓	✓✓	<p>In response to the Climate Emergency, the action area takes a people centred approach to movement with a particular focus on reducing the impact of carbon emissions from vehicles. Traffic movements will be reduced with the creation of safe and accessible walking and cycling routes, which become the first choice for moving around the area. New walkable neighbourhoods will benefit from the new parks and spaces in the greener belt, new developments that will be car free and the proximity to the new tube stations of the Bakerloo line extension.</p> <p>The transition to less polluting and low carbon vehicles, such as electric vehicles, will be supported especially for commercial vehicles, which are using the street the most. As such, the sub area will provide the required infrastructure to support the transition to net zero carbon with the reliable source of fuel or electricity for the convenient and security of business operation.</p>
IIAO 17	To provide the necessary infrastructure to support existing and future development	✓✓	✓	✓✓	✓✓	<p>The efficient delivery of quality development in the area will accelerate Community Infrastructure Levy (CIL) payments and other financial contributions toward enhancement to infrastructure capacity and the cost of Bakerloo Line Extension. This is planned alongside the thorough phasing plan for new development in the area to ensure the growth and regeneration of the area is well supported by the essential travel infrastructure.</p> <p>In addition, a wide range of infrastructure, serving economic, social and environmental purposes will be delivered to increase the capacity in supporting the existing and new residents and fostering cohesive and well-connected communities.</p>

OKR16: Hatcham Road, Penarth Street and Ilderton Road (NSP67)

Site requirements

Redevelopment of the site must:

- Provide new homes; and
- Replace existing employment floorspace and provide a range of employment spaces which is consistent with the building land use types shown in Figure SA4.3; and
- Provide industrial uses; and
- Provide mixed use industrial and new homes typologies in the area designated as a Locally Significant Industrial Site; and
- Retain the land on the west side of Ormside Street and the Penarth Centre as Strategic Protected Industrial Land, suitable for employment uses and other sui generis transport related uses, such as car repairs. In addition, arts and cultural uses will be permitted in the Penarth Centre. Residential and other sensitive uses will not be permitted in SPIL; and
- Provide land for expansion of Ilderton Primary School
- Provide a new park with a commercial focus on Hatcham Road; and
- Enable new east to west walking and cycling links to the proposed Livesey Park; and
- Provide a new cut through pedestrian link from the north of Ilderton Road through the arch at South Bermondsey Station.

Redevelopment of the site may:

- Provide retail; and
- Provide community and education uses.

Relevant planning applications

16/AP/2436 (Built)

Atar House, 179 Ilderton Road. Redevelopment of existing site to provide 2 x business units, 9 x residential flats, cycle spaces, motorcycle parking, car parking, bin spaces and ancillary works.

18/AP/2497 (Approved subject to S106)

79-161 Ilderton Road. Redevelopment of 79 - 161 Ilderton Road to provide two separate buildings, a north building and a south building separated by a publicly accessible childrens playspace.

The erection of a north building to include a part 5, part 6, part 16 and part 28 storey development (93.350m AOD max).

The erection of a south building to include a part 3, part 5, part 8, part 13 storey development (49.275m AOD max). To deliver a total of 312 residential units, 448.6sqm GIA of retail floorspace (Use Class A1), 1,817.98sqm GIA of commercial floorspace (Use Class B1) and associated basement provision, disabled parking, cycle parking, childrens playspace, public realm improvements and landscaping.

16/AP/1092 (Under construction)

171-177 Ilderton Road. Erection of a new four storey building plus basement to provide 9 new residential homes (Use Class C3 - 2 x 1 bed, 4 x 2-bed, 3 x 3 bed) and two new ground floor commercial units providing a total of 338sqm commercial (B1) floor space, together with associated landscaping, amenity and playspace, car and cycle parking and plant space.

17/AP/3757 (Under construction)

62 Hatcham Road and 134-140 Ilderton Road. Full planning permission for mixed use redevelopment comprising: demolition of existing buildings and construction of a building ranging in height from four to nine storeys to provide 1,179 sqm (GIA) of commercial space (use class B1) at ground floor, 86 residential dwellings above (30 x 1 bed, 39 x 2 bed and 17 x 3 bed), with associated amenity areas, cycle and disabled car parking and refuse/recycling stores.

17/AP/4546 (Under construction)

180 Ilderton Road. Demolition of existing building and erection of a part 5, 8 and 9 storey plus basement mixed-use development (max height 29.98m) comprising 2,351 sqm (gia) of flexible workspace (Use Class B1) and 84 residential apartments (Use Class C3) with associated amenity space and ancillary infrastructure.

18/AP/1049 (Approved)

78-94 Ormside Street. Redevelopment of the site, involving the demolition of existing buildings and structures, to deliver a mixed use building of up to nine storeys (ten storeys including the mezzanine at entrance level) plus rooftop plant. The building will comprise 2058 square metres of new and replacement commercial floor space (Class B1) together with 56 residential units (Class C3) and will include the creation of a new basement, hard and soft landscaping, reconfigured servicing arrangements and other associated works.

17/AP/4649 (Approved subject to S106)

Iberia House, 2 Hatcham Road. Demolition of existing light industrial building and construction of a building ranging in height from 2 to 9 storeys comprising 915.5sqm of B1 commercial and employment space at ground and first floor levels and 33 residential flats over the second to eight floor levels, with 3 residential parking spaces accessed from Hatcham Road.

18/AP/2761 (Approved)

301-303 Ilderton Road. Demolition of existing buildings and construction of a 12 storey building (plus basement) comprising 46 residential dwellings (Class C3) and commercial floorspace (Class B1(c)), creation of a new vehicular access from Hornshay Street with landscaping (including a communal roof garden), cycle parking and associated ancillary development.

19/AP/1773 (Approved subject to S106)

Demolition of existing buildings and the erection of a part 2/3, 9 and 28 storey (up to 94.65m AOD) mixed-use development comprising 2,538 sqm of industrial floorspace (Use Classes B1c/B8) at ground and intermediate levels and an internal loading yard, and 254 residential apartments (C3); and other associated infrastructure.

IIA Objective	Description	Averaged Grading	Sub grading	Commentary
IIAO 1	To tackle poverty and encourage wealth creation	✓✓	✓✓	The site will provide opportunities for jobs within construction, office, retail and community facilities. The increase in the number of local jobs will tackle poverty by decreasing the employment rate and providing a stable income to a greater number of people, and will subsequently encourage wealth creation within the local community.
			✓✓	Aligning with the policies in the plan, at least 10% affordable workspace at discount market rents will be provided over 30 years by new development of over 500 sqm GIA (gross) of employment floorspace. This is part of the bow tie employment strategy, which works to prioritise industrial, distribution, warehousing and creative makerspaces in the area and ensure the residents are trained and ready to access the new job opportunities.
IIAO 2	To improve the education and skill of the population	✓✓	✓✓	The provision of new employment, retail and community uses will allow staff to gain new skills whilst working in these establishments.
			✓✓	Aligning with the policies in the plan, major development on this site will be required to provide specific programmes for mentorship, training or jobs for young people. As such, it will support the young generations to build up skills for employability and benefit from social regeneration.
			✓✓	Aligning with the policies in the plan, many new jobs and training opportunities will be generated in the sub area as the provision is required for planning applications during the construction phase and in completed developments.
IIAO 3	To improve the health of the population	✓✓	✓✓	New residential provision on site will help meet the housing needs and address the overcrowding issue, which is one of the key determinants of health.
			✓✓	The sub area aims to connect communities by requiring development on this site to improve the environment for people walking and cycling, strengthening the network of parks and improve the links between parks, a tube station, workplaces and other local facilities such as churches, schools and shops on Old Kent Road. The positive environment will help to encourage behavioural changes for active travel and social interaction and as a result reduce health inequalities. For example, the provision of new open space on site will enable opportunities for play and open-air sports facilities, enabling exercise which supports good physical and mental health. The provision of green spaces would improve the long term health and wellbeing of the population.
IIAO 4	To reduce the incidence of crime and the fear of crime	✓✓	✓✓	Improved permeability through the delivery of excellent design, in accordance with the 'design out crime principles', will encourage street level activities, which in turn provide natural surveillance to reduce the perception of crime and incidence of crime. In keeping with this design principle, the provision of a new open space for people to sit and gather will also provide natural surveillance within the area. Moreover, the activation of frontages will open up spaces to promote social interaction and the feeling of public safety.
			✓✓	Providing new homes will result in more people in the local area, the increased presence and activity will result in greater natural surveillance within the locality which should reduce incidences and the fear of crime within the area.

IIAO 5	To promote social inclusion, equality, diversity and community cohesion	✓✓	✓✓	New community uses on site which will provide entertainment and arts facilities to the community at large which can help to encourage more community interaction.
			✓✓	The site will seek to improve areas in which people can meet, in formal and informal settings, such as outdoor public spaces, restaurants, cafes, and community halls.
			✓✓	The delivery of more homes, consisting of a mix of different sizes and tenures will bring more people to the area from a range of different backgrounds, this will create more opportunities for greater diversity within the area and encourage more community cohesion
IIAO 6	To reduce contributions to climate change	✓✓	✓	Carbon offset fund will be collected in the area from development where it is not feasible to achieve zero carbon emission on site. The planning contributions, paid as the shortfall in on site carbon saving, will be spent on offsetting measures to reduce carbon emission in the existing buildings across the area. As a result, this will help to achieve carbon reduction.
			✓✓	Being a net zero carbon Area Action Plan, all new development will achieve net zero carbon by meeting the highest on site performance including the highest environmental building standards and net zero electricity and heating systems, banning gas boilers as the permanent heating solutions. They will also be required to connect to or enable future connection to a district heat network, which provides a supply of low carbon heat to homes, businesses and public buildings. The current district heat network for Old Kent Road is SELCHP.
			✓✓	It creates an opportunity to take a holistic approach to enhancing environment and networks for cycling and walking through site allocation requirements as part of the area-wide master planning to encourage active travel modes as an alternative to the usage of private car, which in turn significantly reduces contributions to climate change.
IIAO 7	To improve the air quality	✓✓	✓✓	In short term, air quality may be negatively impacted due to construction, where mitigation measures will be implemented. In long term, excellent design delivered through new developments within buildings and space in between will provide green infrastructure and encourage active travel modes including walking and cycling, which will in turn reduce the usage and emission of private cars (through phased plans for reducing parking provision and construction and transport management). It The design for green infrastructure will also effectively absorb greenhouse gases and reduce the concentration of air pollutants. It will significantly contribute to improving air quality and health of the communities.
			✓✓	The typologies in the masterplan promote mixed-use development including innovative solutions for mixing industrial development with new homes. Recognising that servicing is considered carefully to enable commercial premises to function without conflict with residential development, the plan sets out consolidation of servicing to enable more efficient movement of vehicles and reduce the pressure on the road network and improve air quality. It aims to maintain good air quality whilst ensuring efficient transport service is in place to support the vibrancy of businesses.
IIAO 8	To avoid waste and maximise, reuse or recycle waste arising as a resource	✓	-	Substantial demolition and intensification of development will create new waste demands to be managed. In order to effectively manage waste and reduce waste going to landfill, new development is required to provide adequate management of waste from construction and intensified development in accordance with the waste management hierarchy. For new development in the sub area services will be provided by the Old Kent Road integrated waste management facility including materials recovery and mechanical biological treatment.
			✓✓	The development in the sub area will connect to SELCHP district heat network that turns waste into energy and converts the excess heat to heat that can be used in heating buildings. This is considered to be a renewable source of heat, a process to more sustainably manage waste through combustion, to reduce the amount of waste going to landfill.
IIAO 9	To encourage sustainable use of water resources	✓	✓	It could place additional pressures on the water network but development comes with the potential for water-recycling and sustainable water measures when development is in operation. The masterplan for the sub area and policies for new development in the area ensure proper water management is in place, including communal sustainable urban drainage systems (SuDS), to reduce water use, improve water quality, reuse rainwater and contain rainwater discharge.
IIAO 10	To maintain and enhance the quality of land and soils	✓	✓	New development will come forward on brownfield sites, providing opportunities to remediate contaminated land and utilise urban greening through the choice of the appropriate types and design of trees planting. As such, it helps to improve the soil quality with the creation of new green public space.
IIAO 11	To protect and enhance quality of landscape and townscape	✓	✓	A masterplan has been created for the sub area with respect to the history of the area, its existing character and townscape and strategic viewing considerations at a granular level. Informed by the masterplan, requirements for each site allocation within the sub area are carefully designed in terms of design guidance, heritage reservation and building height guidance. A new public space will form part of this site allocation and will help soften and enhance the landscape.

IIAO 12	To conserve and enhance the historic environment and cultural assets	✓	✓	<p>The masterplan also takes into consideration for the sub area the history of the area, cultural assets and community heritage at a granular level. It informs both the site allocation requirements and the strategic planning for the whole sub area to enhance the historic environment and cultural assets.</p> <p>The site contains some buildings of townscape merit and buildings of architectural and historic interest.</p> <p>Tier 1 APA designation. The site is located in APA1- North Southwark and Roman Roads.</p> <p>Development will be respectful to the designations of conservation areas, listed buildings, areas of archaeological significance and protected views and designed in a way which seeks to enhance the setting of historical assets where relevant.</p>
IIAO 13	To protect and enhance open spaces, green corridors and biodiversity	✓✓	✓✓	<p>As part of the Greener Belt Strategy, the sub area provides a strategic planning for new parks, new pedestrian and cycle links providing safe walking routes and green corridors between schools and local community facilities. In addition, development on the site allocations will be required to provide open and green spaces including play facilities and greenery, providing a tranquil environment and comfortable places to sit and socialise or rest. For example, the site allocation must provide new public open space. This will help to enhance biodiversity and ecological resilience.</p>
IIAO 14	To reduce vulnerability to flooding	✓	✓	<p>The sequential test confirms that the site (SFRA Level 2 -Analysis 16) will have a “more vulnerable” use (mixed use including residential, town centre, employment, open space and community uses) in Flood Zone 3 and therefore requires an additional exception test, which would be satisfied by the first criteria that the development proves to provide wider sustainability benefits to the community that outweigh flood risk. The site development will bring sustainability benefits as follows:</p> <ul style="list-style-type: none"> - The redevelopment will provide new homes and create job opportunities during construction to tackle poverty - The provision of new employment , retail and community uses will allow staff to gain new skills whilst working in these - The policy encourages the delivery of homes to increase housing supply within the borough. In the long-term, through the provision of more homes, including affordable homes, increased supply should improve the affordability of homes. The increased provision of affordable homes is encouraged through AAP4’s fast track route for planning applications which trigger the affordable housing requirement. A lot of economic factors can impact upon housing price, which is an indicator of housing affordability. However, supply of more homes across London (in line with the draft London Plan housing target) in the long term will encourage the improved affordability of homes in the borough. - New residential provision will address the housing shortage, overcrowding and affordability issues, which are among the key determinants of public health - Improved frontages and green links will encourage walkability and cycling, which will bring positive health effects by encouraging active travel modes - The creation of new green links will combat severance between communities and encourage community interaction - Priority in walking and cycling in the design requirement of the site will promote active travel modes and reduce the incentive of driving, thus improving air quality and contributing to reduction in greenhouse emissions - Activation of frontages will open up spaces to promote social interaction and the feeling of public safety. - The site is required to develop in a sensitive manner to the listed buildings, the open space and heritage assets, and reflect existing building heights, so as to respect the local character, heritage and townscape - The site should accommodate community uses. These could include nurseries, day centres, schools, art galleries, gymnasiums, cinemas and training centres. These are all important facilities for community and cultural uses within the borough to support existing and future development. <p>To meet the second requirement that the development is safe for its lifetime, recommendations are set out in the report including site specific emergency evacuation procedures, flood resilient construction techniques and SuDS. Applications 16/AP/2436, 18/AP/2497, 16/AP/1092, 17/AP/3757, 17/AP/4546, 18/AP/1049, 17/AP/4819, 17/AP/4649, 18/AP/2761 and 19/AP/1773 are relevant to this site allocation, as planning permission has been granted. A Flood Risk Assessment was submitted with each application where relevant and has been considered in the decision making process, demonstrating that the development will be safe for its lifetime taking account of the vulnerability of its users, without increasing flood risk elsewhere, and, where possible, reducing flood risk overall. A Basement Impact Assessment will be separately required for any development proposals incorporating new or extended basement areas, although no basement dwellings are permitted. All of the granted schemes in this area have submitted the required basement assessment at the point of application or will provide an assessment as secured by condition.</p> <p>The recommendations proposed by the FRA and drainage strategy have been accepted by the Environment Agency and Flood and Drainage Team.</p>

				As such, the exception test is satisfied whereby flood risk to people and property will be managed satisfactorily, when allowing necessary development on this site to occur.
IIAO 15	To provide everyone with the opportunity to live in a decent home	✓✓	✓✓	The policy will help to increase the amount of affordable tenure homes and the affordability of homes to address the needs of local people and to ensure that everyone has access to high quality housing, regardless of income.
			✓✓	The policy encourages the delivery of homes to increase housing supply within the borough. In the long-term, through the provision of more homes, including affordable homes, increased supply should improve the affordability of homes. The increased provision of affordable homes is encouraged through AAP4's fast track route for planning applications which trigger the affordable housing requirement.
			✓✓	Many economic factors can impact upon housing price, which is an indicator of housing affordability. However, supply of more homes across London (in line with the draft London Plan housing target) in the long term will encourage the improved affordability of homes in the borough.
			✓✓	By identifying development capacity for residential development, housing delivery is supported and accelerated. By increasing certainty around infrastructure requirements, housing growth should be sustained including affordable housing.
			✓✓	The increased delivery of housing and affordable housing should enable people in the borough who may have previously not have had a permanent home to be able to afford a home, and will enable families to remain residing in the same household or area if they choose to do so, which will have positive impacts for health and social cohesion.
IIAO 16	To promote sustainable transport and minimise the need to travel by car	✓✓	✓✓	In response to the Climate Emergency, the action area takes a people centred approach to movement with a particular focus on reducing the impact of carbon emissions from vehicles. Traffic movements will be reduced with the creation of safe and accessible walking and cycling routes, which become the first choice for moving around the area. New walkable neighbourhoods will benefit from the new parks and spaces in the greener belt, new developments that will be car free and the proximity to the new tube stations of the Bakerloo line extension.
IIAO 17	To provide the necessary infrastructure to support existing and future development	✓✓	✓✓	The site should accommodate community uses. These could include nurseries, day centres, schools, art galleries, gymnasiums, cinemas and training centres. These are all important facilities for community and cultural uses within the borough to support existing and future development.
			✓✓	The efficient delivery of quality development in the area will accelerate Community Infrastructure Levy (CIL) payments and other financial contributions toward enhancement to infrastructure capacity and the cost of Bakerloo Line Extension. This is planned alongside the thorough phasing plan for new development in the area to ensure the growth and regeneration of the area is well supported by the essential travel infrastructure.

OKR17: 760 and 812 Old Kent Road (Toyru store) and 840 Old Kent Road (Aldi store) (NSP68)

Site requirements

Redevelopment of the site must:

- Replace existing retail and employment floorspace ; and
- Provide new homes; and
- Provide a new tube station. The station, tunnelling and worksite requirements will need to be incorporated into th site design and phasing; and
- Provide a new green park between Asylum Road and Brimington Park; and

Redevelopment of the site should:

- Provide community uses; and
- Provide employment uses.

Relevant planning applications

19/AP/1322 (Approved subject to S106)

227-255 Ilderton Road. Demolition of existing building and redevelopment of the site to provide a new building of up to 13 and 21 storeys in height (maximum height 73.60m above ground level). Redevelopment to comprise 170 residential units (Class C3), a 1,778 sqm (GIA) retail unit (Class A1) and a 52 sqm (GIA) flexible retail unit (Class A1/A3), with associated landscaping, car parking, servicing, refuse and plant areas, and all ancillary or associated works.

IIA Objective	Description	Averaged Grading	Sub grading	Commentary
IIAO 1	To tackle poverty and encourage wealth creation	✓✓	✓✓	The site will provide opportunities for jobs within construction, offices, retail and community facilities. The increase in the number of local jobs will tackle poverty by decreasing the employment rate and providing a stable income to a greater number of people, and will subsequently encourage wealth creation within the local community.
			✓✓	Aligning with the policies in the plan, at least 10% affordable workspace at discount market rents will be provided over 30 years by new development of over 500 sqm GIA (gross) of employment floorspace. This is part of the bow tie employment strategy, which works to prioritise industrial, distribution, warehousing and creative makerspaces in the area and ensure the residents are trained and ready to access the new job opportunities.
IIAO 2	To improve the education and skill of the population	✓✓	✓✓	The provision of new employment, retail and community uses will allow staff to gain new skills whilst working in these establishments.
			✓✓	Aligning with the policies in the plan, major developments on this site will be required to provide specific programmes for mentorship, training or jobs for young people. As such, it will support the young generations to build up skills for employability and benefit from social regeneration.
			✓✓	Aligning with the policies in the plan, many new jobs and training opportunities will be generated as the provision is required for planning applications during the construction phase and in completed developments.
IIAO 3	To improve the health of the population	✓✓	✓✓	New residential provision on site will help meet the housing needs and address the overcrowding issue, which is one of the key determinants of health.
			✓✓	The sub area aims to connect communities by requiring development on this site to improve the environment for people walking and cycling, strengthening the network of parks and improve the links between parks, a tube station, workplaces and other local facilities such as churches, schools and shops on Old Kent Road. The positive environment will help to encourage behavioural changes for active travel and social interaction and as a result reduce health inequalities.
IIAO 4	To reduce the incidence of crime and the fear of crime	✓✓	✓✓	Improved permeability through the delivery of excellent design, in accordance with the 'design out crime principles', will encourage street level activities, which in turn provide natural surveillance to reduce the perception of crime and incidence of crime. In keeping with this design principle, the activation of frontages will open up spaces to promote social interaction and the feeling of public safety. The site allocation does not have a specific impact on this objective but development is required to ensure that it is safe and designs out opportunities for crime
			✓✓	The delivery of more homes, consisting of a mix of different sizes and tenures will bring more people to the area from a range of different backgrounds, this will create more opportunities for greater diversity within the area and encourage more community cohesion.

IIAO 5	To promote social inclusion, equality, diversity and community cohesion	✓✓	✓✓	New community uses on site which will provide entertainment and arts facilities to the community at large which can help to encourage more community interaction.
			✓✓	The delivery of more homes, consisting of a mix of different sizes and tenures will bring more people to the area from a range of different backgrounds, this will create more opportunities for greater diversity within the area and encourage more community cohesion
			✓✓	The site will seek to improve areas in which people can meet, in formal and informal settings, such as outdoor public spaces, restaurants, cafes, and community halls.
IIAO 6	To reduce contributions to climate change	✓✓	✓✓	Carbon offset fund will be collected in the area from development where it is not feasible to achieve zero carbon emission on site. The planning contributions, paid as the shortfall in on site carbon saving, will be spent on offsetting measures to reduce carbon emission in the existing buildings across the area. As a result, this will help to achieve carbon reduction.
			✓✓	Being a net zero carbon Area Action Plan, all new development will achieve net zero carbon by meeting the highest on site performance including the highest environmental building standards and net zero electricity and heating systems, banning gas boilers as the permanent heating solutions. They will also be required to connect to or enable future connection to a district heat network, which provides a supply of low carbon heat to homes, businesses and public buildings. The current district heat network for Old Kent Road is SELCHP.
			✓✓	It creates an opportunity to take a holistic approach to enhancing environment and networks for cycling and walking through the site allocation requirements as part of the area-wide master planning to encourage active travel modes as an alternative to the usage of private car, which in turn significantly reduces contributions to climate change.
IIAO 7	To improve the air quality	✓✓	✓✓	In short term, air quality may be negatively impacted due to construction, where mitigation measures will be implemented. In long term, excellent design delivered through new developments within buildings and space in between will provide green infrastructure and encourage active travel modes including walking and cycling, which will in turn reduce the usage and emission of private cars (through phased plans for reducing parking provision and construction and transport management). It The design for green infrastructure will also effectively absorb greenhouse gases and reduce the concentration of air pollutants. It will significantly contribute to improving air quality and health of the communities.
			✓✓	The typologies in the masterplan promote mixed-use development including innovative solutions for mixing industrial development with new homes. Recognising that servicing is considered carefully to enable commercial premises to function without conflict with residential development, the plan sets out consolidation of servicing to enable more efficient movement of vehicles and reduce the pressure on the road network and improve air quality. It aims to maintain good air quality whilst ensuring efficient transport service is in place to support the vibrancy of businesses.
IIAO 8	To avoid waste and maximise, reuse or recycle waste arising as a resource	✓	-	Substantial demolition and intensification of development will create new waste demands to be managed. In order to effectively manage waste and reduce waste going to landfill, new development is required to provide adequate management of waste from construction and intensified development in accordance with the waste management hierarchy. For new development in the sub area services will be provided by the Old Kent Road integrated waste management facility including materials recovery and mechanical biological treatment.
			✓✓	The development in the sub area will connect to SELCHP district heat network that turns waste into energy and converts the excess heat to heat that can be used in heating buildings. This is considered to be a renewable source of heat, a process to more sustainably manage waste through combustion, to reduce the amount of waste going to landfill.
IIAO 9	To encourage sustainable use of water resources	-	-	It could place additional pressures on the water network but development comes with the potential for water-recycling and sustainable water measures when development is in operation. The masterplan for the sub area and policies for new development in the area ensure proper water management is in place, including communal sustainable urban drainage systems (SuDS), to reduce water use, improve water quality, reuse rainwater and contain rainwater discharge.
IIAO 10	To maintain and enhance the quality of land and soils	-	-	New development will come forward on brownfield sites, providing opportunities to remediate contaminated land and utilise urban greening through the choice of the appropriate types and design of trees planting. As such, it helps to improve the soil quality with the creation of new green public space.
IIAO 11	To protect and enhance quality of landscape and townscape	✓	✓	A masterplan has been created for the sub area with respect to the history of the area, its existing character and townscape and strategic viewing considerations at a granular level. Informed by the masterplan, requirements for each site allocation within the sub area are carefully designed in terms of design guidance, heritage reservation and building height guidance. For example, the masterplan sets out the key elements of the building heights strategy for the site allocations and makes sure the new developments are respectful to the immediate context.

IIAO 12	To conserve and enhance the historic environment and cultural assets	✓	✓	<p>The masterplan also takes into consideration for the sub area the history of the area, cultural assets and community heritage at a granular level. It informs both the site allocation requirements and the strategic planning for the whole sub area to enhance the historic environment and cultural assets.</p> <p>The site is in close proximity of the Caroline Gardens Conservation Area.</p> <p>The site is within proximity of the Grade II listed Licensed Victuallers Benevolent Institution (Caroline Gardens).</p> <p>Tier 1 APA designation. The site is located in APA1- North Southwark and Roman Roads.</p> <p>Development will be respectful to the designations of conservation areas, listed buildings, areas of archaeological significance and protected views and designed in a way which seeks to enhance the setting of historical assets where relevant.</p>
IIAO 13	To protect and enhance open spaces, green corridors and biodiversity	✓	✓	<p>As part of the Greener Belt Strategy, the sub area provides a strategic planning for new parks, new pedestrian and cycle links providing safe walking routes and green corridors between schools and local community facilities. In addition, development on the site allocations will be required to provide open and green spaces including play facilities and greenery, providing a tranquil environment and comfortable places to sit and socialise or rest.</p>
IIAO 14	To reduce vulnerability to flooding	✓	✓	<p>The sequential test confirms that the site (SFRA Level 2 - Analysis 17) will have a “more vulnerable” use (mixed use including residential, town centre, employment and community uses) in Flood Zone 3 and therefore requires an additional exception test, which would be satisfied by the first criteria that the development proves to provide wider sustainability benefits to the community that outweigh flood risk. The site development will bring sustainability benefits as follows:</p> <ul style="list-style-type: none"> - The redevelopment will provide new homes and create job opportunities during construction to tackle poverty - The provision of new employment , retail and community uses will allow staff to gain new skills whilst working in these - The policy encourages the delivery of homes to increase housing supply within the borough. In the long-term, through the provision of more homes, including affordable homes, increased supply should improve the affordability of homes. The increased provision of affordable homes is encouraged through AAP4’s fast track route for planning applications which trigger the affordable housing requirement. A lot of economic factors can impact upon housing price, which is an indicator of housing affordability. However, supply of more homes across London (in line with the draft London Plan housing target) in the long term will encourage the improved affordability of homes in the borough. - New residential provision will address the housing shortage, overcrowding and affordability issues, which are among the key determinants of public health - Activation of frontages will open up spaces to promote social interaction and the feeling of public safety. The site allocation does not have a specific impact on this objective but development is required to ensure that it is safe and designs out opportunities for crime - The site is required to develop in a sensitive manner to the listed buildings, the open space and heritage assets, and reflect existing building heights, so as to respect the local character, heritage and townscape - The site should accommodate community uses. These could include nurseries, day centres, schools, art galleries, gymnasiums, cinemas and training centres. These are all important facilities for community and cultural uses within the borough to support existing and future development. <p>To meet the second requirement that the development is safe for its lifetime, recommendations are set out in the report including site specific emergency evacuation procedures, flood resilient construction techniques and SuDS. No basement dwellings should be permitted in this area (Flood Zone 3).</p> <p>Application 19/AP/1322 is relevant to this site allocation, as planning permission has been granted. A Flood Risk Assessment was submitted with this application and has been considered in the decision making process. A site-specific FRA is required for any development proposals to demonstrate that the development will be safe for its lifetime taking account of the vulnerability of its users, without increasing flood risk elsewhere, and, where possible, reducing flood risk overall. The FRA proposes the use of SUDS namely an attenuation tank, flow control chamber and green roof with the surface water destination being to a combined sewer. A Basement Impact Assessment will be separately required for any development proposals incorporating new or extended basement areas.</p> <p>The recommendations proposed by the FRA and drainage strategy have been accepted by the Environment Agency and Flood and Drainage Team.</p>

				As such, the exception test is satisfied whereby flood risk to people and property will be managed satisfactorily, when allowing necessary development on this site to occur.
IIAO 15	To provide everyone with the opportunity to live in a decent home	✓✓	✓✓	The policy will help to increase the amount of affordable tenure homes and the affordability of homes to address the needs of local people and to ensure that everyone has access to high quality housing, regardless of income.
			✓✓	The policy encourages the delivery of homes to increase housing supply within the borough. In the long-term, through the provision of more homes, including affordable homes, increased supply should improve the affordability of homes. The increased provision of affordable homes is encouraged through AAP4's fast track route for planning applications which trigger the affordable housing requirement.
			✓✓	Many economic factors can impact upon housing price, which is an indicator of housing affordability. However, supply of more homes across London (in line with the draft London Plan housing target) in the long term will encourage the improved affordability of homes in the borough.
			✓✓	By identifying development capacity for residential development, housing delivery is supported and accelerated. By increasing certainty around infrastructure requirements, housing growth should be sustained including affordable housing.
			✓✓	The increased delivery of housing and affordable housing should enable people in the borough who may have previously not have had a permanent home to be able to afford a home, and will enable families to remain residing in the same household or area if they choose to do so, which will have positive impacts for health and social cohesion.
IIAO 16	To promote sustainable transport and minimise the need to travel by car	✓	✓	In response to the Climate Emergency, the action area takes a people centred approach to movement with a particular focus on reducing the impact of carbon emissions from vehicles. Traffic movements will be reduced with the creation of safe and accessible walking and cycling routes, which become the first choice for moving around the area. New development on this site will create a new walkable neighbourhood that is car free, has cycle storage and enjoys the proximity to the new tube stations of the Bakerloo line extension.
IIAO 17	To provide the necessary infrastructure to support existing and future development	✓✓	✓✓	The site should accommodate community uses. These could include nurseries, day centres, schools, art galleries, gymnasiums, cinemas and training centres. These are all important facilities for community and cultural uses within the borough to support existing and future development.
			✓✓	The efficient delivery of quality development in the area will accelerate Community Infrastructure Levy (CIL) payments and other financial contributions toward enhancement to infrastructure capacity and the cost of Bakerloo Line Extension. This is planned alongside the thorough phasing plan for new development on this site to ensure the growth and regeneration of the area is well supported by the essential travel infrastructure.

OKR18: Devon Street and Sylvan Grove (NSP66)

Site requirements

Redevelopment of the site must:

- Replace existing employment space; and
- Provide retail on the Old Kent Road high street ; and
- Provide new homes; and
- Provide community uses; and
- Provide a new public square at Devonshire Grove and Sylvan Grove; and
- Provide a new access road into the Integrated Waste Management Facility.

Relevant planning applications

15/AP/1330 (Built)

8-24 Sylvan Grove. Redevelopment of the site to construct a part two, part five, part six and part eight storey building comprising 80 residential units (23 x one bed, 41 x two bed and 16 x three bed) for both private and affordable tenures with associated car parking and landscaping.

19/AP/1239 (Approved subject to S106)

Devonshire Square, 747-759 Old Kent Road

Hybrid application consisting of:

Full planning permission for the demolition of all existing structures on site, the stopping up of the existing Devonshire Grove major arm (IWMF egress road) and redevelopment to include formation of a new road reconfiguration and widening of Devonshire Grove, widening of the foot ways on Sylvan Grove and Old Kent Road, construction of Building A at ground plus 38 storeys (137.26m AOD) to provide 264 residential units (Class C3), flexible retail/employment floorspace (Class A1/A2/A3/A4/B1a-c), creation of a new public realm including new public squares and spaces ,associated landscaping and highways works and a new substation and all associated works.

Outline planning permission (all matters reserved) for comprehensive mixed-use development for the following uses in four Buildings (B, C, D and E) up to a maximum height of 81.3m AOD, and a basement level shared with Building A: Up to a maximum of 301 residential units (Class C3); employment workspace floorspace (Class B1a-c); flexible retail, financial and professional services, food and drink uses (Class A1/A2/A3/A4/A5), flexible non-residential institutions (Class D1) and Assembly and leisure uses (Class D2); Storage, car and cycle parking; Energy centre; Substations; Formation of new pedestrian and vehicular access and means of access and circulation within the site together; and new private and communal open space. The application is accompanied by an Environmental Statement.

19/AP/2307 (Approved subject to s106)

Daisy Business Park, 19-35 Sylvan Grove. Demolition of existing buildings and redevelopment of the site to provide a mixed use development comprising of 219 residential dwellings (Use Class C3) and 3,088 sqm (GIA); commercial workspace (Use Class B1) within two buildings of 5 storeys (24.55m AOD) and 32 storeys (106.43m AOD); and associated car and cycle parking, landscaping, and public realm and highways improvements.

IIA Objective	Description	Averaged Grading	Sub grading	Commentary
IIAO 1	To tackle poverty and encourage wealth creation	✓✓	✓✓	The site will provide opportunities for jobs within construction, offices, retail, and community facilities. The increase in the number of local jobs will tackle poverty by decreasing the employment rate and providing a stable income to a greater number of people, and will subsequently encourage wealth creation within the local community.
			✓✓	Aligning with the policies in the plan, at least 10% affordable workspace at discount market rents will be provided over 30 years by new development of over 500 sqm GIA (gross) of employment floorspace. This is part of the bow tie employment strategy, which works to prioritise industrial, distribution, warehousing and creative makerspaces in the area and ensure the residents are trained and ready to access the new job opportunities.
IIAO 2	To improve the education and			The provision of new employment, retail and community uses will allow staff to gain new skills whilst working in these establishments.

	skill of the population	✓✓	✓✓	
			✓✓	Aligning with the policies in the plan, major developments on this site will be required to provide specific programmes for mentorship, training or jobs for young people. As such, it will support the young generations to build up skills for employability and benefit from social regeneration.
			✓✓	Aligning with the policies in the plan, many new jobs and training opportunities will be generated as the provision is required for planning applications during the construction phase and in completed developments.
IIAO 3	To improve the health of the population	✓✓	✓✓	New residential provision on site will help meet the housing needs and address the overcrowding issue, which is one of the key determinants of health.
			✓✓	The sub area aims to connect communities by requiring development on this site to improve the environment for people walking and cycling, strengthening the network of parks and improve the links between parks, a tube station, workplaces and other local facilities such as churches, schools and shops on Old Kent Road. The positive environment will help to encourage behavioural changes for active travel and social interaction and as a result reduce health inequalities. The provision of new open space will enable opportunities for play and open-air sports facilities, enabling exercise which supports good physical and mental health. The provision of green spaces would improve the long term health and wellbeing of the population.
IIAO 4	To reduce the incidence of crime and the fear of crime	✓✓	✓✓	Providing new homes will result in more people in the local area, the increased presence and activity will result in greater natural surveillance within the locality which should reduce incidences and the fear of crime within the area.
			✓✓	Improved permeability through the delivery of excellent design, in accordance with the 'design out crime principles', will encourage street level activities, which in turn provide natural surveillance to reduce the perception of crime and incidence of crime. In keeping with this design principle, the activation of frontages will open up spaces to promote social interaction and the feeling of public safety. Moreover, the provision of a new open space for people to sit and gather will also provide natural surveillance within the area.
IIAO 5	To promote social inclusion, equality, diversity and community cohesion	✓✓	✓✓	New community uses on site which will provide entertainment and arts facilities to the community at large which can help to encourage more community interaction.
			✓✓	The site will seek to improve areas in which people can meet, in formal and informal settings, such as outdoor public spaces, restaurants, cafes, and community halls.
			✓✓	The delivery of more homes, consisting of a mix of different sizes and tenures will bring more people to the area from a range of different backgrounds, this will create more opportunities for greater diversity within the area and encourage more communi
IIAO 6	To reduce contributions to climate change	✓✓	✓	Carbon offset fund will be collected in the area from development where it is not feasible to achieve zero carbon emission on site. The planning contributions, paid as the shortfall in on site carbon saving, will be spent on offsetting measures to reduce carbon emission in the existing buildings across the area. As a result, this will help to achieve carbon reduction.
			✓✓	Being a net zero carbon Area Action Plan, all new development will achieve net zero carbon by meeting the highest on site performance including the highest environmental building standards and net zero electricity and heating systems, banning gas boilers as the permanent heating solutions. They will also be required to connect to or enable future connection to a district heat network, which provides a supply of low carbon heat to homes, businesses and public buildings. The current district heat network for Old Kent Road is SELCHP.
			✓✓	It creates an opportunity to take a holistic approach to enhancing environment and networks for cycling and walking through the site allocation requirements as part of the area-wide master planning to encourage active travel modes as an alternative to the usage of private car, which in turn significantly reduces contributions to climate change.

IIO 7	To improve the air quality	✓	✓	In short term, air quality may be negatively impacted due to construction, where mitigation measures will be implemented. In long term, excellent design delivered through new developments within buildings and space in between will provide green infrastructure and encourage active travel modes including walking and cycling, which will in turn reduce the usage and emission of private cars (through phased plans for reducing parking provision and construction and transport management). It The design for green infrastructure will also effectively absorb greenhouse gases and reduce the concentration of air pollutants. It will significantly contribute to improving air quality and health of the communities.
IIO 8	To avoid waste and maximise, reuse or recycle waste arising as a resource	✓	-	Substantial demolition and intensification of development will create new waste demands to be managed. In order to effectively manage waste and reduce waste going to landfill, new development is required to provide adequate management of waste from construction and intensified development in accordance with the waste management hierarchy. For new development in the sub area services will be provided by the Old Kent Road integrated waste management facility including materials recovery and mechanical biological treatment.
			✓✓	The development in the sub area will connect to SELCHP district heat network that turns waste into energy and converts the excess heat to heat that can be used in heating buildings. This is considered to be a renewable source of heat, a process to more sustainably manage waste through combustion, to reduce the amount of waste going to landfill.
IIO 9	To encourage sustainable use of water resources	✓	✓	It could place additional pressures on the water network but development comes with the potential for water-recycling and sustainable water measures when development is in operation. The masterplan for the sub area and policies for new development in the area ensure proper water management is in place, including communal sustainable urban drainage systems (SuDS), to reduce water use, improve water quality, reuse rainwater and contain rainwater discharge.
IIO 10	To maintain and enhance the quality of land and soils	✓	✓	New development will come forward on brownfield sites, providing opportunities to remediate contaminated land and utilise urban greening through the choice of the appropriate types and design of trees planting. As such, it helps to improve the soil quality with the creation of new green public space.
IIO 11	To protect and enhance quality of landscape and townscape	✓✓	✓✓	A masterplan has been created for the sub area with respect to the history of the area, its existing character and townscape and strategic viewing considerations at a granular level. Informed by the masterplan, requirements for each site allocation within the sub area are carefully designed in terms of design guidance, heritage reservation and building height guidance. For example, the masterplan sets out the key elements of the building heights strategy for the site allocations and makes sure the new developments are respectful to the immediate context. For example, a new public space will form part of this site allocation and will help soften and enhance the landscape.
IIO 12	To conserve and enhance the historic environment and cultural assets	✓	✓	The masterplan also takes into consideration for the sub area the history of the area, cultural assets and community heritage at a granular level. It informs both the site allocation requirements and the strategic planning for the whole sub area to enhance the historic environment and cultural assets.
			✓	The site is in proximity to the Caroline Gardens Conservation Area. The site contains buildings of townscape merit. Tier 1 APA designation. The site is located in APA1- North Southwark and Roman Roads. Development will be respectful to the designations of conservation areas, listed buildings, areas of archaeological significance and protected views and designed in a way which seeks to enhance the setting of historical assets where relevant.
IIO 13	To protect and enhance open spaces, green corridors and biodiversity	✓✓	✓✓	As part of the Greener Belt Strategy, the sub area provides a strategic planning for new parks, new pedestrian and cycle links providing safe walking routes and green corridors between schools and local community facilities. In addition, development on the site allocations will be required to provide open and green spaces including play facilities and greenery, providing a tranquil environment and comfortable places to sit and socialise or rest. The site allocation must provide new public open space. This will help to enhance biodiversity and ecological resilience.
IIO 14	To reduce vulnerability to flooding	✓	✓	The sequential test confirms that the site (SFRA Level 2 - Analysis 17) will have a "more vulnerable" use (mixed use including residential, town centre, employment, open space and community uses) in Flood Zone 3 and therefore requires an additional exception test, which would be satisfied by the first criteria that the development proves to provide wider sustainability benefits to the community that outweigh flood risk. The site development will bring sustainability benefits as follows: <ul style="list-style-type: none"> - The redevelopment will provide new homes and create job opportunities during construction to tackle poverty - The provision of new employment , retail and community uses will allow staff to gain new skills whilst working in these - The policy encourages the delivery of homes to increase housing supply within the borough. In the long-term, through the provision of more homes, including affordable homes, increased supply should improve the affordability of homes. The increased provision of affordable homes is encouraged through AAP4's fast track route for planning applications which trigger the affordable housing requirement. A lot of economic factors can impact upon housing price, which is an indicator of housing affordability. However, supply of more homes across

				<p>London (in line with the draft London Plan housing target) in the long term will encourage the improved affordability of homes in the borough.</p> <ul style="list-style-type: none"> - New residential provision will address the housing shortage, overcrowding and affordability issues, which are among the key determinants of public health - Improved frontages and green links will encourage walkability and cycling, which will bring positive health effects by encouraging active travel modes - The creation of new green links will combat severance between communities and encourage community interaction - Priority in walking and cycling in the design requirement of the site will promote active travel modes and reduce the incentive of driving, thus improving air quality and contributing to reduction in greenhouse emissions - Activation of frontages will open up spaces to promote social interaction and the feeling of public safety. - The site is required to develop in a sensitive manner to the listed buildings, the open space and heritage assets, and reflect existing building heights, so as to respect the local character, heritage and townscape - The site should accommodate community uses. These could include nurseries, day centres, schools, art galleries, gymnasiums, cinemas and training centres. These are all important facilities for community and cultural uses within the borough to support existing and future development. <p>To meet the second requirement that the development is safe for its lifetime, recommendations are set out in the report including site specific emergency evacuation procedures, flood resilient construction techniques and SuDS. No basement dwellings should be permitted in this area (Flood Zone 3).</p> <p>A Basement Impact Assessment will be separately required for any development proposals incorporating new or extended basement areas.</p> <p>Applications 15/AP/1330, 19/AP/1239 and 19/AP/2307 are relevant to this site allocation, as planning permission has been granted. Site-specific flood Risk Assessments were submitted with the applications and have been considered in the decision making process, demonstrating that the development will be safe for its lifetime taking account of the vulnerability of its users, without increasing flood risk elsewhere, and, where possible, reducing flood risk overall. The recommendations proposed by the FRA and drainage strategy have been accepted by the Environment Agency and Flood and Drainage Team. Conditions in relation of flood risk management as recommended by the Environmental Agency have formed part of the planning permission.</p> <p>As such, the exception test is satisfied whereby flood risk to people and property will be managed satisfactorily, when allowing necessary development on this site to occur.</p>
IIAO 15	To provide everyone with the opportunity to live in a decent home	✓✓	✓✓	The policy will help to increase the amount of affordable tenure homes and the affordability of homes to address the needs of local people and to ensure that everyone has access to high quality housing, regardless of income.
			✓✓	The policy encourages the delivery of homes to increase housing supply within the borough. In the long-term, through the provision of more homes, including affordable homes, increased supply should improve the affordability of homes. The increased provision of affordable homes is encouraged through Policy P1 fast track route for planning applications which trigger the affordable housing requirement.
			✓✓	Many economic factors can impact upon housing price, which is an indicator of housing affordability. However, supply of more homes across London (in line with the draft London Plan housing target) in the long term will encourage the improved affordability of homes in the borough.
			✓✓	By identifying development capacity for residential development, housing delivery is supported and accelerated. By increasing certainty around infrastructure requirements, housing growth should be sustained including affordable housing.
			✓✓	The increased delivery of housing and affordable housing should enable people in the borough who may have previously not have had a permanent home to be able to afford a home, and will enable families to remain residing in the same household or area if they choose to do so, which will have positive impacts for health and social cohesion.
IIAO 16	To promote sustainable transport and minimise the need to travel by car	✓	✓	In response to the Climate Emergency, the action area takes a people centred approach to movement with a particular focus on reducing the impact of carbon emissions from vehicles. Traffic movements will be reduced with the creation of safe and accessible walking and cycling routes, which become the first choice for moving around the area. New development on this site will create a new walkable neighbourhood that is car free, has cycle storage and enjoys the proximity to the new tube stations of the Bakerloo line extension.

IIAO 17	To provide the necessary infrastructure to support existing and future development	✓✓	✓✓	The site should accommodate community uses. These could include nurseries, day centres, schools, art galleries, gymnasiums, cinemas and training centres. These are all important facilities for community and cultural uses within the borough to support existing and future development.
			✓✓	The efficient delivery of quality development in the area will accelerate Community Infrastructure Levy (CIL) payments and other financial contributions toward enhancement to infrastructure capacity and the cost of Bakerloo Line Extension. This is planned alongside the thorough phasing plan for new development on this site to ensure the growth and regeneration of the area is well supported by the essential travel infrastructure.

Detailed integrated impact assessment for:

- Option 1 for industrial intensification in Sub Area 5, South Bermondsey (Sites 1 and 2)
- Option 2 for industrial intensification in Sub Area 5, South Bermondsey (Sites 1 – 4)

	Option 1 for Sub Area 5				Option 2 for Sub Area 5			
	Area wide	S	M	L	Area wide	S	M	L
IIAO 1	✓✓	✓	✓✓	✓✓	✓✓	✓	✓✓	✓✓
IIAO 2	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓
IIAO 3	✓	✓	✓	✓	✓	✓	✓	✓
IIAO 4	✓	-	✓	✓	✓	-	✓	✓
IIAO 5	✓	✓	✓	✓	✓	✓	✓	✓
IIAO 6	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓
IIAO 7	✓✓	-	✓✓	✓✓	✓✓	-	✓✓	✓✓
IIAO 8	✓	✓	✓	✓	✓	✓	✓	✓
IIAO 9	✓	✓	✓	✓	✓	✓	✓	✓
IIAO 10	✓	✓	✓	✓	✓	✓	✓	✓
IIAO 11	✓	✓	✓	✓	✓	✓	✓	✓
IIAO 12	✓	-	✓	✓	✓	-	✓	✓
IIAO 13	✓	-	✓	✓	✓	-	✓	✓
IIAO 14	✓	-	✓	✓	✓	-	✓	✓
IIAO 15	-	-	-	-	-	-	-	-
IIAO 16	✓✓	-	✓✓	✓✓	✓✓	-	✓✓	✓✓
IIAO 17	✓✓	✓	✓✓	✓✓	✓✓	✓	✓✓	✓✓
Avg.	65%	35%	65%	65%	65%	35%	65%	65%

Option 1 for industrial intensification in Sub Area 5, South Bermondsey (Sites 1 and 2)

Option 1 for industrial intensification in Sub Area 5, South Bermondsey (Sites 1 and 2)						
IIA Objective	Description	Area-wide	Timescale			Commentary
			Short term	Medium term	Long term	
IIAO 1	To tackle poverty and encourage wealth creation	✓✓	✓✓	✓✓	✓✓	The option 1 for industrial intensification in South Bermondsey comprises sites 1 and 2 within South Bermondsey diveunder and Bermondsey trading estate sites. It provides opportunities in the short term for refurbishment of the arches and development of Site 1 and part of Site 2 without impacting on the more established warehouse units within the trading estate. This would generate up to 38,338 sqm of additional industrial floorspace and provide enterprise opportunities in the business area. As a result, new job opportunities will be created to boost local economy.
		✓✓	✓	✓✓	✓✓	Aligning with the policies in the plan, at least 10% affordable workspace at discount market rents will be provided over 30 years by new development of over 500 sqm GIA (gross) of employment floorspace. This is part of the bow tie employment strategy, which works to prioritise industrial, distribution, warehousing and creative makerspaces in the area and ensure the residents are trained and ready to access the new job opportunities.
	Average Scoring	✓✓	✓	✓✓	✓✓	
IIAO 2	To improve the education and skill of the population	✓✓	✓✓	✓✓	✓✓	Aligning with the policies in the plan, major developments in the sub area will be required to provide specific programmes for mentorship, training or jobs for young people. As such, it will support the young generations to build up skills for employability and benefit from social regeneration.
		✓✓	✓✓	✓✓	✓✓	Aligning with the policies in the plan, many new jobs and training opportunities will be generated in the sub area as the provision is required for planning applications during the construction phase and in completed developments.
	Average Scoring	✓✓	✓✓	✓✓	✓✓	
IIAO 3	To improve the health of the population	✓	✓	✓	✓	The area vision looks to carefully design the servicing and road network in order to minimise disruption to the surrounding residential area in terms of air pollution, safety, convenience and attractiveness of routes for people walking and cycling.
IIAO 4	To reduce the incidence of crime and the fear of crime	✓	-	✓	✓	The creation of new walking and cycling routes around the railway arches and South Bermondsey Station, designed through the excellent design in accordance with the 'design out crime principles', will become a pleasant and safe environment with well-lit routes and vibrant activities that will provide natural surveillance to reduce the perception of crime and incidence of crime.
IIAO 5	To promote social inclusion, equality,	✓	✓	✓	✓	A well-connected network will be in place to link the sites to the other uses in the

	diversity and community cohesion					wider areas, including the Southwark Bermondsey Station, Quiet Way 1, Old Kent Road, the local shopping parade and Bolina Road at the borough border with Lewisham. It aims to promote connection and social interaction between communities.
IIAO 6	To reduce contributions to climate change	✓	✓	✓	✓	Carbon offset fund will be collected in the area from development where it is not feasible to achieve zero carbon emission on site. The planning contributions, paid as the shortfall in on site carbon saving, will be spent on offsetting measures to reduce carbon emission in the existing buildings across the area. As a result, this will help to achieve carbon reduction.
		✓✓	✓✓	✓✓	✓✓	Being a net zero carbon Area Action Plan, all new development will achieve net zero carbon by meeting the highest on site performance including the highest environmental building standards and net zero electricity and heating systems, banning gas boilers as the permanent heating solutions. They will also be required to connect to or enable future connection to a district heat network, which provides a supply of low carbon heat to homes, businesses and public buildings. The current district heat network for Old Kent Road is SELCHP.
		✓✓	✓	✓✓	✓✓	It creates an opportunity to take a holistic approach to enhancing environment and networks for cycling and walking through the area-wide master planning to encourage active travel modes as an alternative to the usage of private car, which in turn significantly reduces contributions to climate change.
	Average Scoring	✓✓	✓✓	✓✓	✓✓	
IIAO 7	To improve the air quality	✓✓	-	✓✓	✓✓	In short term, air quality may be negatively impacted due to construction, where mitigation measures will be implemented. In long term, excellent design delivered through new developments within buildings and space in between will provide green infrastructure and encourage active travel modes including walking and cycling, which will in turn reduce the usage and emission of private cars (through phased plans for reducing parking provision and construction and transport management). It The design for green infrastructure will also effectively absorb greenhouse gases and reduce the concentration of air pollutants. It will significantly contribute to improving air quality and health of the communities.
		✓✓	-	✓✓	✓✓	The typologies in the masterplan promotes innovative solutions such as 'stacking' industrial uses in multi-storey buildings from 2 to 5 storeys across the sites. Recognising that servicing is considered carefully to enable commercial premises to function without conflict with residential development, the plan sets out consolidation of servicing to enable more efficient movement of vehicles and reduce the pressure on the road network and improve air quality. It aims to maintain good air quality whilst ensuring efficient transport service is in place to support the vibrancy of businesses.
	Average Scoring	✓✓	-	✓✓	✓✓	

IIAO 8	To avoid waste and maximise, reuse or recycle waste arising as a resource	-	-	-	-	Substantial demolition and intensification of development will create new waste demands to be managed. In order to effectively manage waste and reduce waste going to landfill, new development is required to provide adequate management of waste from construction and intensified development in accordance with the waste management hierarchy. For new development in the sub area services will be provided by the Old Kent Road integrated waste management facility including materials recovery and mechanical biological treatment.
		✓✓	✓✓	✓✓	✓✓	The development in the sub area will connect to SELCHP district heat network that turns waste into energy and converts the excess heat to heat that can be used in heating buildings. This is considered to be a renewable source of heat, a process to more sustainably manage waste through combustion, to reduce the amount of waste going to landfill.
	Average Scoring	✓	✓	✓	✓	
IIAO 9	To encourage sustainable use of water resources	✓	✓	✓	✓	It could place additional pressures on the water network but development comes with the potential for water-recycling and sustainable water measures when development is in operation. The masterplan for the sub area and policies for new development in the area ensure proper water management is in place, including communal sustainable urban drainage systems (SuDS), to reduce water use, improve water quality, reuse rainwater and contain rainwater discharge.
IIAO 10	To maintain and enhance the quality of land and soils	✓	✓	✓	✓	New development will be redeveloped on brownfield sites, providing opportunities to remediate contaminated land and utilise urban greening through the choice of the appropriate types and design of trees planting. As such, it helps to improve the soil quality with the creation of new green public space.
IIAO 11	To protect and enhance quality of landscape and townscape	✓	✓	✓	✓	A masterplan has been created for the sub area with respect to the history of the area, its existing character and townscape and strategic viewing considerations at a granular level. Informed by the masterplan, requirements for each site allocation within the sub area are carefully designed in terms of design guidance, heritage reservation and building height guidance.
IIAO 12	To conserve and enhance the historic environment and cultural assets	✓	-	✓	✓	The masterplan also takes into consideration for the sub area the history of the area, cultural assets and community heritage at a granular level, including the railway bridge at Rotherhithe new Road as a structure of historical significance. It informs the strategic planning for the whole sub area to enhance the historic environment and cultural assets.
IIAO 13	To protect and enhance open spaces, green corridors and biodiversity	✓	-	✓	✓	As part of the Greener Belt Strategy, the sub area provides a strategic planning for new pedestrian and cycle links providing safe walking routes and green corridors between schools and local community facilities. In addition, development on the site allocations will be required to provide open and green spaces providing a tranquil environment and comfortable places to sit and socialise or rest.

IIAO 14	To reduce vulnerability to flooding	✓	-	✓	✓	<p>Developing at higher densities could free up more space for landscape enhancements and flood mitigation measures as part of new and improved open spaces and public realm. Meanwhile, the plan requires flood risk to be reduced through implementing onsite sustainable urban drainage measures.</p> <p>A detailed site-specific SFRA will be required for development in the sub area to ensure flood risks will be properly mitigated and minimise flood risk to the wider area through measures on site as mentioned above.</p>
IIAO 15	To provide everyone with the opportunity to live in a decent home	-	-	-	-	<p>The purpose of industrial intensification around the area is to generate new employment floorspace for industrial uses which are not necessarily compatible with residential or other sensitive areas. This means that the number of new homes to be delivered in this area will be limited to infill sites in the surrounding area. However, it aligns with the strategic objective of the plan to meet excellent living standard for new homes with protected amenity through careful spatial planning.</p>
IIAO 16	To promote sustainable transport and minimise the need to travel by car	✓✓	-	✓✓	✓✓	<p>In response to the Climate Emergency, the action area takes a people centred approach to movement with a particular focus on reducing the impact of carbon emissions from vehicles. Traffic movements will be reduced with the creation of safe and accessible walking and cycling routes, which become the first choice for moving around the area. New walkable neighbourhoods will benefit from the new parks and spaces in the greener belt, new developments that will be car free and the proximity to the new tube stations of the Bakerloo line extension.</p> <p>The transition to less polluting and low carbon vehicles, such as electric vehicles, will be supported especially for commercial vehicles, which are using the street the most. As such, the sub area will provide the required infrastructure to support the transition to net zero carbon with the reliable source of fuel or electricity for the convenient and security of business operation.</p>
IIAO 17	To provide the necessary infrastructure to support existing and future development	✓✓	✓	✓✓	✓✓	<p>The efficient delivery of quality development in the area will accelerate Community Infrastructure Levy (CIL) payments and other financial contributions toward enhancement to infrastructure capacity and the cost of Bakerloo Line Extension. This is planned alongside the thorough phasing plan for new development in the area to ensure the growth and regeneration of the area is well supported by the essential travel infrastructure.</p> <p>In addition, the area shares the border boundary with Lewisham, which sees a planning application granted at Silwood Street for 61 homes and 1,616 sqm commercial floorspace and a masterplan for the development of land around Millwall Football Stadium to provide 2,400 new homes and commercial floorspace and a new overground station at new Bermondsey. It presents a significant opportunity for new homes, jobs and activity to South Bermondsey which requires collaboration between Southwark and Lewisham for business relocation and growth across both boroughs.</p>

Option 2 for industrial intensification in Sub Area 5, South Bermondsey (Sites 1 – 4)

Option 2 for industrial intensification in Sub Area 5, South Bermondsey (Sites 1 - 4)						
IIA Objective	Description	Area-wide	Timescale			Commentary
			Short term	Medium term	Long term	
IIAO 1	To tackle poverty and encourage wealth creation	✓✓	✓✓	✓✓	✓✓	The option 2 for industrial intensification in South Bermondsey comprises sites 1 to 4 within South Bermondsey diveunder and Bermondsey trading estate sites. It provides opportunities for an uplift of 78,492sqm additional floorspace including in the arches. As a result, new job opportunities will be created to boost local economy.
		✓✓	✓	✓✓	✓✓	Aligning with the policies in the plan, at least 10% affordable workspace at discount market rents will be provided over 30 years by new development of over 500 sqm GIA (gross) of employment floorspace. This is part of the bow tie employment strategy, which works to prioritise industrial, distribution, warehousing and creative makerspaces in the area and ensure the residents are trained and ready to access the new job opportunities.
	Average Scoring	✓✓	✓	✓✓	✓✓	
IIAO 2	To improve the education and skill of the population	✓✓	✓✓	✓✓	✓✓	Aligning with the policies in the plan, major developments in the sub area will be required to provide specific programmes for mentorship, training or jobs for young people. As such, it will support the young generations to build up skills for employability and benefit from social regeneration.
		✓✓	✓✓	✓✓	✓✓	Aligning with the policies in the plan, many new jobs and training opportunities will be generated in the sub area as the provision is required for planning applications during the construction phase and in completed developments.
	Average Scoring	✓✓	✓✓	✓✓	✓✓	
IIAO 3	To improve the health of the population	✓	✓	✓	✓	The area vision looks to carefully design the servicing and road network by carefully assessing and monitoring 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.
IIAO 4	To reduce the incidence of crime and the fear of crime	✓	-	✓	✓	The creation of new walking and cycling routes around the railway arches and South Bermondsey Station, designed through the excellent design in accordance with the 'design out crime principles', will become a pleasant and safe environment with well-lit routes and vibrant activities that will provide natural surveillance to reduce the

						perception of crime and incidence of crime.
IIAO 5	To promote social inclusion, equality, diversity and community cohesion	✓	✓	✓	✓	A well-connected network will be in place to link the sites to the other uses in the wider areas, including the Southwark Bermondsey Station, Quiet Way 1, Old Kent Road, the local shopping parade and Bolina Road at the borough border with Lewisham. It aims to promote connection and social interaction between communities.
IIAO 6	To reduce contributions to climate change	✓	✓	✓	✓	Carbon offset fund will be collected in the area from development where it is not feasible to achieve zero carbon emission on site. The planning contributions, paid as the shortfall in on site carbon saving, will be spent on offsetting measures to reduce carbon emission in the existing buildings across the area. As a result, this will help to achieve carbon reduction.
		✓✓	✓✓	✓✓	✓✓	Being a net zero carbon Area Action Plan, all new development will achieve net zero carbon by meeting the highest on site performance including the highest environmental building standards and net zero electricity and heating systems, banning gas boilers as the permanent heating solutions. They will also be required to connect to or enable future connection to a district heat network, which provides a supply of low carbon heat to homes, businesses and public buildings. The current district heat network for Old Kent Road is SELCHP.
		✓✓	✓	✓✓	✓✓	It creates an opportunity to take a holistic approach to enhancing environment and networks for cycling and walking through the area-wide master planning to encourage active travel modes as an alternative to the usage of private car, which in turn significantly reduces contributions to climate change.
	Average Scoring	✓✓	✓✓	✓✓	✓✓	
IIAO 7	To improve the air quality	✓✓	-	✓✓	✓✓	In short term, air quality may be negatively impacted due to construction, where mitigation measures will be implemented. In long term, excellent design delivered through new developments within buildings and space in between will provide green infrastructure and encourage active travel modes including walking and cycling, which will in turn reduce the usage and emission of private cars (through phased plans for reducing parking provision and construction and transport management). It The design for green infrastructure will also effectively absorb greenhouse gases and reduce the concentration of air pollutants. It will significantly contribute to improving air quality and health of the communities.
		✓✓	-	✓✓	✓✓	The typologies in the masterplan promotes innovative solutions such as 'stacking' industrial uses in multi-storey buildings from 2 to 5 storeys across the sites. Recognising that servicing is considered carefully to enable commercial premises to function without conflict with residential development, the plan sets out consolidation of servicing to enable more efficient movement of vehicles and reduce the pressure on the road network and improve air quality. It aims to maintain good air quality whilst ensuring efficient transport service is in place to support the vibrancy of businesses.

	Average Scoring	✓✓	-	✓✓	✓✓	
IIAO 8	To avoid waste and maximise, reuse or recycle waste arising as a resource	-	-	-	-	Substantial demolition and intensification of development will create new waste demands to be managed. In order to effectively manage waste and reduce waste going to landfill, new development is required to provide adequate management of waste from construction and intensified development in accordance with the waste management hierarchy. For new development in the sub area services will be provided by the Old Kent Road integrated waste management facility including materials recovery and mechanical biological treatment.
		✓✓	✓✓	✓✓	✓✓	The development in the sub area will connect to SELCHP district heat network that turns waste into energy and converts the excess heat to heat that can be used in heating buildings. This is considered to be a renewable source of heat, a process to more sustainably manage waste through combustion, to reduce the amount of waste going to landfill.
	Average Scoring	✓	✓	✓	✓	
IIAO 9	To encourage sustainable use of water resources	✓	✓	✓	✓	It could place additional pressures on the water network but development comes with the potential for water-recycling and sustainable water measures when development is in operation. The masterplan for the sub area and policies for new development in the area ensure proper water management is in place, including communal sustainable urban drainage systems (SuDS), to reduce water use, improve water quality, reuse rainwater and contain rainwater discharge.
IIAO 10	To maintain and enhance the quality of land and soils	✓	✓	✓	✓	New development will be redeveloped on brownfield sites, providing opportunities to remediate contaminated land and utilise urban greening through the choice of the appropriate types and design of trees planting. As such, it helps to improve the soil quality with the creation of new green public space.
IIAO 11	To protect and enhance quality of landscape and townscape	✓	✓	✓	✓	A masterplan has been created for the sub area with respect to the history of the area, its existing character and townscape and strategic viewing considerations at a granular level. Informed by the masterplan, requirements for each site allocation within the sub area are carefully designed in terms of design guidance, heritage reservation and building height guidance.
IIAO 12	To conserve and enhance the historic environment and cultural assets	✓	-	✓	✓	The masterplan also takes into consideration for the sub area the history of the area, cultural assets and community heritage at a granular level, including the railway bridge at Rotherhithe new Road as a structure of historical significance. It informs the strategic planning for the whole sub area to enhance the historic environment and cultural assets.
IIAO 13	To protect and enhance open spaces, green corridors and biodiversity	✓	-	✓	✓	As part of the Greener Belt Strategy, the sub area provides a strategic planning for new pedestrian and cycle links providing safe walking routes and green corridors between schools and local community facilities. In addition, development on the site allocations will be required to provide open and green spaces providing a tranquil

						environment and comfortable places to sit and socialise or rest.
IIAO 14	To reduce vulnerability to flooding	✓	-	✓	✓	<p>Developing at higher densities could free up more space for landscape enhancements and flood mitigation measures as part of new and improved open spaces and public realm. Meanwhile, the plan requires flood risk to be reduced through implementing onsite sustainable urban drainage measures.</p> <p>A detailed site-specific SFRA will be required for development in the sub area to ensure flood risks will be properly mitigated and minimise flood risk to the wider area through measures on site as mentioned above.</p>
IIAO 15	To provide everyone with the opportunity to live in a decent home	-	-	-	-	<p>The purpose of industrial intensification around the area is to generate new employment floorspace for industrial uses which are not necessarily compatible with residential or other sensitive areas. This means that the number of new homes to be delivered in this area will be limited to infill sites in the surrounding area. However, it aligns with the strategic objective of the plan to meet excellent living standard for new homes with protected amenity through careful spatial planning.</p>
IIAO 16	To promote sustainable transport and minimise the need to travel by car	✓✓	-	✓✓	✓✓	<p>In response to the Climate Emergency, the action area takes a people centred approach to movement with a particular focus on reducing the impact of carbon emissions from vehicles. Traffic movements will be reduced with the creation of safe and accessible walking and cycling routes, which become the first choice for moving around the area. New walkable neighbourhoods will benefit from the new parks and spaces in the greener belt, new developments that will be car free and the proximity to the new tube stations of the Bakerloo line extension.</p> <p>The transition to less polluting and low carbon vehicles, such as electric vehicles, will be supported especially for commercial vehicles, which are using the street the most. As such, the sub area will provide the required infrastructure to support the transition to net zero carbon with the reliable source of fuel or electricity for the convenient and security of business operation.</p>
IIAO 17	To provide the necessary infrastructure to support existing and future development	✓✓	✓	✓✓	✓✓	<p>The efficient delivery of quality development in the area will accelerate Community Infrastructure Levy (CIL) payments and other financial contributions toward enhancement to infrastructure capacity and the cost of Bakerloo Line Extension. This is planned alongside the thorough phasing plan for new development in the area to ensure the growth and regeneration of the area is well supported by the essential travel infrastructure.</p> <p>In addition, the area shares the border boundary with Lewisham, which sees a planning application granted at Silwood Street for 61 homes and 1,616 sqm commercial floorspace and a masterplan for the development of land around Millwall Football Stadium to provide 2,400 new homes and commercial floorspace and a new overground station at new Bermondsey. It presents a significant opportunity for new homes, jobs and activity to South Bermondsey which requires collaboration between Southwark and Lewisham for business relocation and growth across both boroughs.</p>

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Appendix 8: Monitoring indicators against sustainability objectives

The extent to which each proposed monitoring indicator relates with and reflects the sustainability effects has been examined, to ensure the monitoring regime is robust and effective in identifying any trends in the sustainability effects, both predicted and unforeseen, of the local plan where preventative or mitigation measures can be undertaken. The results are set out in the following table.

Baseline indicators		Sustainability objective(s) which can contribute to effecting the positive change																	
		1 To tackle poverty and encourage wealth creation	2 To improve the education and skill of the population	3 To improve the health of the population	4 To reduce the incidence of crime and the fear of crime	5 To promote social inclusion, equality, diversity and community cohesion	6 To mitigate impacts of and adapt to climate change	7 To improve the air quality of Southwark	8 To avoid waste and maximise, reuse or recycle waste arising as a resource	9 To encourage sustainable use of water resources	10 To maintain and enhance the quality of land and soil	11 To protect and enhance quality of landscape and townscape	12 To conserve and enhance the historic environment and cultural assets	13 To protect and enhance open spaces, green corridors and biodiversity	14 To reduce vulnerability to flooding	15 To provide everyone with the opportunity to live in a decent home	16 To promote sustainable transport and minimise the need to travel by car	17 To provide the necessary infrastructure to support existing and future development	
Equality																			
Southwark	Index of multiple deprivation	√	√	√	√	√										√			
	The Income Deprivation Affecting Children Index 2019 (IDACI)	√	√	√	√	√										√			
	The Income Deprivation Affecting Older People Index 2019 (IDAOP)	√	√	√	√	√										√			
Old Kent Road	Index of Multiple deprivation	√	√	√	√	√													
	Percentage of children aged 0-15 years are living in households claiming out of work benefits	√	√	√	√	√													
Housing																			
Southwark	Provision of new homes against the demand set out in Southwark SHMA 2019	√				√										√		√	
	Provision and percentage of new affordable homes against the demand set out in Southwark SHMA 2019	√		√	√	√										√		√	
	Provision of new family-sized social housing against the demand set out in Southwark SHMA 2019	√		√	√	√										√		√	
Old Kent Road	Provision of new homes in the Old Kent Road Opportunity Area	√		√	√	√									√			√	
Social cohesion																			
Southwark	The percentage of residents being an active member of their community		√	√	√	√												√	
	The percentage of residents feeling they contribute to the local economy	√	√	√	√	√										√		√	
	The percentage of residents volunteering in Southwark Council		√	√		√												√	
	The percentage of residents who feel wholly or partly positive about change in the borough	√	√	√	√	√	√	√	√	√	√	√	√	√	√	√	√	√	√
	The percentage of residents who have personally benefitted from change	√	√	√	√	√	√	√	√	√	√	√	√	√	√	√	√	√	√
	Local perceptions of neighbourliness and how well local people get on well together (emerging) ¹	√		√	√	√	√												
	The local perceptions of the ability to have their	√	√				√												

¹ Available when social research for Southwark's Social Regeneration Charter is published

	voice heard and influence decisions (emerging) ²																		
Old Kent Road	Not clear specific indicator for the Old Kent Road but ongoing research and consultation will reflect social cohesion in the Old Kent Road																		
Public health and well-being																			
Southwark	Life expectancy at birth for males and females	√	√	√	√	√	√	√							√	√	√	√	√
	Healthy life expectancy at birth for males and females	√	√	√	√	√	√	√							√	√	√	√	√
	The number of excess winter deaths	√	√	√	√	√	√										√		√
	The percentage of adult carers who have as much social contact as they would like	√		√	√	√											√	√	√
	The percentage of physically active adults	√	√	√	√									√	√		√	√	√
	The number and percentage of reception and Year 6 children who are overweight (including obesity)	√	√	√	√								√	√		√	√	√	√
Old Kent Road	Life expectancy at birth for males and females	√	√	√	√							√	√		√	√	√	√	
	The number and percentage of reception and Year 6 children who are overweight (including obesity)	√	√	√	√							√	√		√	√	√	√	
Education, skills and training																			
Southwark	The number and percentage of 16-17 year olds not in education, employment or training (NEET) or whose activity is not known	√	√	√	√								√	√		√	√	√	
	The number and percentage of people aged 16-64 attaining a NVQ Level Four or higher	√	√	√	√								√	√		√	√	√	
	The number and percentage of residents with no qualifications	√	√	√	√								√	√		√	√	√	
	The ranking in Education and Skills deprivation	√	√	√	√								√	√		√	√	√	
	The number of apprenticeships created within the borough	√	√	√	√								√	√		√	√	√	
Old Kent Road	Percentage of pupils achieving a good level of development at age 5 years old	√	√	√	√							√	√		√	√	√	√	
Safety																			
Southwark	Crime rate per 1000 of the population for key offences	√	√	√	√	√									√		√		√
	The total number of key offences	√	√	√	√	√									√		√		√
	The ranking in crime deprivation	√	√	√	√	√									√		√		√
	The number of pedestrians' cyclists' casualties	√	√	√	√	√		√							√		√	√	√
	The number of fatal and serious casualties of pedestrians and cyclists	√	√	√	√	√		√							√		√	√	√
	The local perception of safety and crime	√	√	√	√	√		√							√		√	√	√
Old Kent Road	crimes per 1000 residents	√	√	√	√	√		√						√		√	√	√	
Economy and employment																			
Southwark	Number of employee jobs	√	√			√								√	√		√	√	√
	Number of micro and small-to-medium sized enterprises	√	√	√		√											√	√	√
	Percentage of unemployed population	√	√	√		√											√	√	√
Old Kent Road	Number of micro and small-to-medium sized enterprises	√	√	√		√											√	√	√
Retail and town centres																			
Southwark	Percentage of takeaways outlets within a walking distance (400m) of a secondary school	√	√	√															√
	Primary shopping frontage vacancy rates												√						
	Secondary shopping frontage vacancy rates												√						
Old Kent Road	Percentage of takeaway outlets within a walking distance (400m) of a secondary school	√	√	√															√
	Old Kent Road frontage vacancy rates												√						

² Available when social research for Southwark's Social Regeneration Charter is published

Energy and Climate Change																	
Southwark	Energy consumption per sector							√	√								
	Domestic consumption per capita of natural gas							√	√								
	Domestic consumption per capita of electricity							√	√								
	Local carbon dioxide emissions (tonnes of CO2)							√	√								
	Number of households experiencing fuel Poverty	√	√				√									√	
Old Kent Road	Levels of Nitrogen Dioxide and other pollutants in the Old Kent Road							√	√					√		√	√
Air Quality																	
Southwark	Concentration level of NO2 and PM10 (with PM2.5 to be published)							√	√					√		√	√
	Percentage population exposed to levels of NO2 above the annual average objective limits							√	√					√		√	√
Old Kent Road	Levels of Nitrogen Dioxide and other pollutants in the Old Kent Road							√	√					√		√	√
Transport																	
Southwark	Journey to work by mode		√	√	√	√	√	√						√		√	√
	Frequency of Cycling as mode of Transport		√	√	√	√	√	√						√		√	√
	Number of people killed or seriously injured in road accidents		√	√	√	√	√	√						√		√	√
Old Kent Road	Number of Controlled Parking Zones (CPZs) in the Old Kent Road Opportunity Area							√								√	
Biodiversity																	
Southwark	Number of SINC Sites												√	√	√	√	√
	Number of Local Nature Reserves												√	√	√	√	√
	Number of New Protected Sites												√	√	√	√	√
Old Kent Road	Number of SINC Sites												√	√	√	√	√
Open Spaces/soil																	
Southwark	Open Spaces (hectares per 1,000 people)												√	√	√	√	√
	Park provision (hectares per 1,000 people)												√	√	√	√	√
	Satisfaction with the quality of open space												√	√	√	√	√
	Satisfaction with natural greenspace provision												√	√	√	√	√
	Number of Allotments (Community gardens)												√	√	√	√	√
Old Kent Road	Open space pre resident (sqm)												√	√	√	√	√
	Total open space provision												√	√	√	√	√
	Hectares of open per 1,000 population												√	√	√	√	√
Flood Risk, Water Resources and Quality																	
Southwark	Domestic Water Demand across the entire borough, as a proxy measure of water consumption (expected)												√				
	Number of planning permissions granted contrary to the advice of the Environment Agency on flood defence & water quality grounds												√			√	
	Quality of water at consumer's tap (zones) – against National Standards (number of tests failed) Thames Water Aggregated												√			√	
Old Kent Road	Domestic water demand											√			√		
Waste management																	
Southwark	Recycling and composting rate (%)		√										√				
	Amount of municipal waste diverted from		√										√				

	landfill (recovery rate %)																	
Old Kent Road		Data unavailable at this level																
Noise management																		
Southwark	The rate of complaints about noise												√				√	
Old Kent Road		Data unavailable at this level																
Play facilities																		
Southwark	Number of open spaces with play facilities							√						√	√	√		
	Level of satisfaction with children's play spaces							√						√	√	√		
Old Kent Road	Number of open spaces with play facilities							√						√	√	√		
Quality in Design and Conservation of Historic Environment																		
Southwark	Number of Historic environment assets													√	√			
Old Kent Road	Number of Historic environment assets													√	√			

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Appendix 9: Baseline Indicators

Summary of baseline indicators as taken from Appendix 3 – Baseline Data. These indicators will be monitored on an ongoing basis as part of the IIA.

The Baseline data has been set out for the Old Kent Road Below. The Baseline data for Southwark has also been set out as some data is not available for this geographical area level of the Opportunity Area.

Old Kent Road Specific Baseline Indicators

Objective & indicator for assessment	Old Kent Road			Direction of change	London	National	Source	Most recent data	Frequency of collection
Population									
Population demographic	White	Black	Asian	-	-	-	Southwark profile, Southwark website-source: GLA population projections (ONS mid-year 2010)	2015 (2010)	As available
	46%	34%	8%						
	Mixed		Chinese / Other						
	7%		5%						
Equality									
Equality Index of Multiple Deprivation	22.6 % of children aged 0-15 years are living in households claiming out of work benefits in May 2017 in South Bermondsey			Lower	-	-	English Indices of Deprivation 2019 JSNA data, Southwark	Sep 2019	Annually
Equality Index of Multiple Deprivation	Old Kent Road has one of the highest claimant rates and this is significantly higher than Southwark Overall			Lower	-	-	English Indices of Deprivation 2019 JSNA data,	Sep 2019	Annually

						Southwark		
Social Cohesion								
Social Cohesion	Old Kent Road Placemaking Study Outcomes: <ul style="list-style-type: none"> Suitable uses, typology, density and design options for the OKR AAP 		Increase	-	-	Allies and Morrison – Placemaking Study	2016	As available
Housing								
Housing	36.1% of housing managed by Southwark Council or TMO in July 2019		-	-	-	JSNA data, Southwark	2019	As available
Education, skills and training								
School readiness	64.1% of pupils achieving a good level of development at age 5 years in 2015		Increase	-	-	JSNA data, Southwark	2015	As available
Health and Wellbeing								
Health and wellbeing – childhood obesity	46.5% of Year 6 children are overweight and obese		Decrease	37.7%	34.3%	Public Health Outcomes Framework, Public Health England	2017/18	Annual
Health and well being Life expectancy	Male life expectancy at birth	77.4 years	Increase	80.5 years	63 years	Public Health Outcomes Framework, Public Health England	2015-2017	Annual
	Female life expectancy at birth	84.4 years	Increase	84.3 years	64 years			
Old Kent Road Social Life Research							2019	Ongoing
Safety								
Safety – crime rates	84.7 crimes per 1000 residents		Decrease	-	-	JSNA data, Southwark	2018/2019	As available
Economy and Employment								

Employment	Old Kent Road is home to 9 industrial estates/areas, 3 retail parks and 2 high street locations. Old Kent Road is home to 716 businesses and 10,035 jobs over 592,568 sqm of employment floorspace and 168,636 sqm of operational yard space.	-	-	-	We Made That Old Kent Road Business Survey Update Findings Report	2019	As available
Retail and Town Centres							
Retail and town centres Hot food takeaways	There are approximately 20 hot food takeaways within 400m of secondary schools in the Old Kent Road Opportunity Area.	Decrease	-	-	Southwark Public Health, P45 Hot Food Takeaways – Review of the evidence, Southwark Place and Health Improvement Section	2018	As available
Retail and town centres Vacancy rates	16% of units on the Old Kent Road, East Street and Dunton Road Secondary Shopping Frontage are vacant 29% of units on the Old Kent Road and Peckham Park Road Secondary Shopping Frontage are vacant	Decrease	-	-	Protected Shopping Frontages, Southwark	2019	As available
	Class A1: 50% of all units in both Old Kent Road, East Street and Dunton Road and Old Kent Road and Peckham Park Road Secondary Shopping Frontages are vacant	-	-	-	Protected Shopping Frontages, Southwark	2019	As available
Energy and Climate Change							
Energy and Climate Change	No data available at the Opportunity Area Level. Old Kent Road Studies Include: <ul style="list-style-type: none"> Decentralised Energy Study – setting out connection to District Heat Network Integrated Water Management Strategy 	Decrease consumption and carbon emissions Increase connection to DHN Decrease runoff	-	-	-	-	As available

Air Quality								
Air Quality	Nitrogen Dioxide and other pollutants monitoring in the Old Kent Road - https://www.southwark.gov.uk/environment/air-quality/air-quality-monitoring-data		Decrease	-	-	LB Southwark Air Quality Monitoring	2012-2018	As available
Transport								
Transport Number of Controlled Parking Zones	There are 5 Controlled Parking Zones (CPZs) that overlap with the Old Kent Road Opportunity Area.		Decrease (Reduce trips made by car/motorbike to 13% by 2041)	-	-	LB Southwark, Annual Monitoring Report 2017/18: Delivering Southwark's Transport Plan	2017/18	As available
Biodiversity								
Biodiversity Number of SINC Sites	Total	Approx. 21	Increase	-	-	Open Space Strategy (2013)	2013	As available
	MOL	Approx. 8						
	BOL	Approx. 9						
	Local Importance	Approx. 4						
Biodiversity Number of Local Nature Reserves	Old Kent Road has 0 Local Nature Reserves (LNR's) totalling 0 ha.		Increase	-	-	Biodiversity Action Plan 2019	2019	As available
Biodiversity Number New Protected Sites	There are no new protected sites in the Old Kent Road.		Increase	Habitat creation targets for London (Table 9)	DEFRA 2018 'A green future' 25 Year Environmental Plan	Biodiversity Action Plan 2019	2019	As available
Soil and Open Space								

Open Space	Open space pre resident (sqm) in OKR is 6.77 in 2018	Increase	-	-	Open Spaces Paper (2020)	2020	As available
Open Space Provision	Total open space provision in 2018 - 241,433.11 sqm	Increase	-	-	Open Spaces Paper (2020)	2020	As available
	Hectares of open per 1,000 population in 2018 is 0.68 ha	Increase	-	-	Open Spaces Paper (2020)	2020	As available
Flood Risk, Water Resources and Quality							
Domestic Water Demand across the whole borough (as a proxy measure of water consumption)	111.33 litres per person per day (Old Kent Road)	Decrease (105 litres per person per day)	164 litres per person per day (emerging New London Plan consumption levels)	-	Old Kent Road Integrated Water Management Strategy	2018	As available
Waste Management							
Waste management	No data available at the Opportunity Area Level.	Decrease waste		-			
Noise Management							
Noise management	No data available at the Opportunity Area Level.	Decrease noise		-			
Play Facilities							
Play Facilities	There are 6 open spaces with play facilities in the Old Kent Road Opportunity Area (Play facilities at Salisbury Park Row, Burgess Park, Paterson Park, Brimington Park, Bird in Bush Park, and Leyton Square)	Increase	-	-	Open Space Strategy (2013)	2013	As available
Quality in Design and Conservation of Historic Environment							

Number of Historic environment assets	5 Conservation areas	Retain	-	-	Annual Monitoring Report 7 (April 2010-March 2011)	2010/11	As Available
	27 Listed Buildings						
	There are no World Heritage sites in the Old Kent Road.						
	4 Archaeological Priority Zones						

Southwark Baseline Indicators

Social Conditions

Population

Baseline data	Southwark			Southwark's maintenance target	London	National	Source	Most recent data	Frequency of collection
% of population demographic	White	Black	Asian	-	-	-	Southwark Profile, Southwark website-source: GLA population projections (ONS mid-year 2010)	2015 (2010)	Annually
	54% (65.9%)	27% (17.4%)	6% (8.4%)						
	Mixed		Chinese / Other						
	6% (3.8%)		8% (4.5%)						
% of population that are:	Religious	Disabled	LGBT	-	-	-	Population	2017 (2010)	Annually

	Christian 52%(61.6%)	(5% claiming benefits)	(16.464)				by Religion, Borough - ONS 2017 (ONS mid-year 2010)		
	Muslim 6.8% (6.9%)								
	Buddhist - (1.1%)								
	Hindu - (1.1%)	Residents identifying as disabled							
	Jewish - (0.4%)	(18.2% of working-aged people (16-64))							
	Sikh (0.2%)								
	Other faith (0.4%)								
	No faith 39.2% (18.5%)								

Equality

Baseline data	Southwark	Southwark's maintenance target	London	National	Source	Most recent data	Frequency of collection
Index of multiple deprivation	43 rd most deprived out of 317 local authorities in England; 8 th most deprived among 14 inner London boroughs; 9 th out of 33 local boroughs in London	Lower	-	-	English Indices of Deprivation 2019	Sep 2019	Annually
The Income Deprivation Affecting Children Index 2019 (IDACI)	81 out of 166 lower-layer super output areas (LSOAs) fell into the 20% most deprived across the country	Decrease	-	-	English Indices of Deprivation 2019	Sep 2019	Annually
The Income Deprivation Affecting Older People Index 2019 (IDAOPI)	113 out of 166 lower-layer super output areas (LSOAs) fell into the 20% most deprived across the country	Decrease	-	-	English Indices of Deprivation 2019	Sep 2019	Annually

Social cohesion

Baseline data	Southwark	Southwark's maintenance target	London	National	Source	Most recent data	Frequency of collection
Active member of their community	1 in 4 people	increase	-	-	Southwark Conversation	2018	Annually
Feeling of contributing to the local economy	1 in 5 people	Increase	-	-	Southwark Conversation	2018	Annually
Volunteer in Southwark	1 in 7 people	Increase	-	-	Southwark Conversation	2018	Annually
Work in the borough	1 in 6 people	-	-	-	Southwark Conversation	2018	Annually
Percentage of residents who feel wholly or partly positive about change in the borough	70%	Increase	-	-	Southwark Conversation	2018	Annually

Percentage of residents who have personally benefitted from change in the borough	52%	Increase	-	-	Southwar k Conversa tion	2018	Annually
How positive/happy residents feel about change in Southwark	18% mentioned community	-	-	-	Southwar k Conversa tion	2018	Annually

Housing

Base line data	Southwark		South wark's maintenance target	London		Natio nal (Engla nd)	Source	Most recen t data	Frequency of collection	Council Plan alignment
Average house price	£476,597 (March 2019)		-	Inner London £642,127	London-wide £517,110	£243,259	Housing in London 2019 Tables	Oct 2019	Annual	-
Household weekly income	Median income 2019		-	£589.4	£482	Earnings by place of residence (NOMIS)	2019 (Provisional)	Annual	-	
	£623									
Ratio of median house price in borough to median annual residence based earnings	15.28 (2017)	15.19 (2018)	Decrease	Inner London 17.08	London-wide 13.09	8	ONS – House price to residence-based earnings ratio	2018	Annual	A place to call home
Average	April 2019		-	South East		-	Housing Market	Jun 2019	Quarterly	-

private house rent (ad- vised)				£1, 648 (2- bed unit)	£687 (room rent)	Trends Bulletin Southwark No.63				
	£2,735 (two- bed unit)	£782 (room rent)								
No. of house- holds on hous- ing regist- er	12,597 (March 2015)			Decre- ase	-	-	Southwar- k Housing Strategy to 2043	2015	As available	A place to call home
No. and % of coun- cil hous- ing in the borou- gh	37,885 units		30%	-	17.1%	-	Southwar- k Key Housing Data 2015/2016	Oct 2015	As available	-
Stock of hous- ing asso- ciatio- ns	16,918 units			-	-	-	Southwar- k Key Housing Data 2015/2016	Oct 2015	As available	-
	1-bed 36%	2-bed 31%	3-bed 20%							
No. and % of privat-	2016 figures			-	76.8%	82.7 %	Tenure of Household- s by Borough,	Nov 19	Annual	-

Office for National Statistics

Private dwellings	76,500 units	59% of total homes							
% of Owner-occupied and private rent (of all tenure)	2016 figures			Private rent 25.6%	Tenure of Households by Borough, Office for National Statistics	Nov 19	Annual		-
	Owner-occupied 36.6%	Private rent 22.5%	-	Owner-occupied 51.2%					
Housing typology	Majority of private dwellings are flats at 48%		-	37.1%	-	Southwark Key Housing Data 2015/2016	Oct 2015	As available	-
Age of private dwellings	43% constructed before 1919; 43% after 1964		-	-	-	Southwark Key Housing Data 2015/2016	Oct 2015	As available	-
Southwark's housing target	<u>Adopted London Plan (2016):</u> 27,362 units between 2015-2025								
	<u>Draft New London Plan (July 2019):</u> 25,540 units between 2019 and 2029, including 8,000 units on small sites <u>The inspector's report (Oct 2019):</u> 23,550 units, of which 6010 to be completed on small sites		Increase supply	-	-	Draft New London Plan	Nov 2019	As available	A place to call home
Net approved C3 dwellings	42,937 units (including conventional housing and non-conventional equivalent units)		Increase supply	-	-	London Development Database (LDD)	Nov 2019	As available	A place to call home

ings (2004 – 2019)								
Net comp leted C3 dwelli ngs (2004 – 2019)	23,521 units (including conventional housing and non- conventional equivalent units)	Increa se supply	-	-	London Developm ent Database (LDD)	Nov 2019	As available	A place to call home
Net afford able home s (2004 – 2019) % of Local Auth ority as the housi ng provi der	Approved: 9,924 units (48%)	Increa se	-	-	London Developm ent Database (LDD)	Nov 2019	As available	A place to call home
	Completed: 6,416 units (33%)							
	23% (2016-2017)							
Minor devel opme nts (2004 – 2019)	Approved: net 5,567 units (2,275 schemes)	-	-	-	London Developm ent Database (LDD)	Nov 2019	As available	-
	Completed: net 3,711 units (16% of total new homes)							
Stud ent acco mmo datio	Approved: net 8 bedrooms	-	-	-	London Plan Annual Monitoring Report 12-	Sep 2018	As available	-
	Completed: 1,221 bedrooms							

n (2014 – 2017)		14										
Additional general housing needs	South East SHMA (2014): 1,647 units		Increase supply	-	-	South East London Strategic Housing Market Assessme nt (SHMA, (2014); Southwar 's SHMA (2019)	Jul 2019	As available	A place to call home			
	Southwark SHMA (2019): 2,932 units											
Net afford able housi ng need s per year	Backlog needs from 2,934 concealed households		Increase supply	-	-	Southwar k's SHMA (2019)	Jul 2019	As available	A place to belong			
	Backlog needs from 6,745 overcrowded households											
	Backlog needs from 2,336 homeless households who are currently living in temporary accommodation											
	3,943 newly forming households per annum											
	205 existing households falling into need for affordable homes per year											
	Annual supply of affordable homes: 1,436 units											
	Net additional affordable homes need: 2,077 units											
Bedr oom requir ement by tenur e	(shortage/ demand: -) (oversuppl y: +)	1 b e d	2 b e d s	3 b e d s	4	Increase supply	-	-	Southwar k's SHMA (2019)	Jul 2019	As available	A place to belong
	Social rent and sub- social rent	+ 2 0 0	-659 units									

	u n i t s			
Intermediate housing	Undersupply			
Market housing	- 2 0 %	- 30 %	- 3 4 %	- 1 6 %

Older households and those with disabilities and wheelchair requirements	Aged 65: 79% increase by 2039 (13% of Southwark population)							
	Aged 65 with dementia: 2,369 by 2030	Increase supply	-	-	Southwark's SHMA (2019)	Jul 2019	As available	A place to belong
	Older people with mobility disabilities: 7,690 in 2035							
	Additional need for care beds: 867 by 2029							
Additional specialist elderly accommodation: 780 units by 2029 (72% sheltered and 14% extra care)								
Students	21,000 students aged 20 or over residing in the borough during term time	-	-	-	Southwark's SHMA (2019)	Jul 2019	As available	-

Education, skills and training

Baseline data	Southwark		Southwark's maintenance target	London	National	Source	Most recent data	Frequency of collection
NEETs No and % of 16-17 year olds not in education, employment or training or whose activity is not known	520	9.9%	Decrease	4.8%	5.5%	NEET and participation: local authority figures, Department for Education	Jun 2019	Annually
No. and % of residents who have attained NVQ4 and above	149,200	64.6%	Increase	53.1%	39.3% (Great Britain)	NOMIS, Labour Market Statistics	Dec 2018	Annually
No. and % of residents with no qualification	13,200	5.7%	Decrease	6.6%	7.8 (Great Britain)	NOMIS, Labour Market Statistics	Dec 2018	Annually
No. of apprenticeships created within the borough	842 (41% of all apprenticeships created by London boroughs in 2016-2017)		Create another 2,500 Southwark apprenticeships	-	-	Southwark Skills Strategy	Jun 2018	Annually
Education and skills deprivation (the higher rank the more deprived)	8 th out of 14 (Inner London)		Decrease	22 nd out of 33 (London Wide)	262 nd out of 317 (National)	English indices of deprivation, MHCLG	Sep 2019	Annually
Provision of school places in the borough (Sep 2019)	Primary school	3,760 primary reception place, equivalent to 125 forms of entry	-	-	-	Pupil Place Planning, Southwark Council	Oct 2019	As available
		26,995 year R to 6 primary places, equivalent to 900 primary classes						

	Secondary school	3,476 Year 7 places (116 FE)						
		16,098 for Year 7-11 (537 classes)						
SEND school attendance (Primary, secondary and 16 plus)	Primary schools: 4,100 children	Secondary schools + post-16: 2,800 children	-	-	-	Pupil Place Planning, Southwark Council	Oct 2019	As available
Provision of free early education places (2-4 years old)	8,119 (2017)	7,800 (2018)	-	-	-	Statistics: childcare and early years, Department for Education	Sep 2019	As available
Demand for state-funded school places (2019-2028)	Primary school: 21,912 per year	Secondary school: 14,641 per year	-	-	-	2018 School place demand projections, Greater London Authority	Jan 2018	As available
Demand for early year places affected by:	Estimated number of 20,954 children under 5 (2019)	Estimated number of 23,178 children under 5 (2039)	-	-	-	Childcare Sufficiency Assessment, Southwark	Sep 2019	As available
No. of libraries in the borough	12		-	-	-	Southwark Library and Heritage Strategy 2019-2022	2019	As available

Health and well-being

Healthy life expectancy

Baseline data	Southwark		Southwark's maintenance target	London	National	Source	Most recent data	Frequency of collection
Life expectancy at birth	Male life expectancy at birth (2015-17)	78.9 years	Increase	80.5 years	63 years	Public Health Outcomes Framework, Public Health England	2015 - 2017	Annual
	Female life expectancy at birth (2015-17)	84.4 years	Increase	84.3 years	64 years			
Healthy Life expectancy at birth	Male	62.4 years	Increase	63.9 years	63.4 years	Public Health Outcomes Framework, Public Health England	2015 - 2017	Annual
	Female	64.6 years	Increase	64.6 years	63.8 years			
Number of Excess Winter Deaths	45 (10.2%)		Decrease	27.1%	30.1%	Public Health Outcomes Framework, Public Health England	Aug 2017 – Jul 2018	Annually

Health deprivation and Disability (the higher rank the more deprived)	10 th out of 14 (inner London boroughs)	Decrease	28 th out of 33 (London wide)	211 th out of 317 (National)	English Indices of Deprivation	Sep 2019	Annual
Percentage of adult carers who have as much social contact as they would like	39.8%	Increase	35.6%	35.5%	Public Health Outcomes Framework, Public Health England	2016 - 2017	Annual
Percentage of adult social carers who have as much social contact as they would like	38.5%	Increase	41.4%	46%	Public Health Outcomes Framework, Public Health England	2017 – 2018	Annual
Causes of the gap in life expectancy: Cardiovascular Disease, Cancer and Respiratory Disease	Male: 58%	-	-	-	Joint Strategic Needs Assessment Factsheet 2019-2020, Southwark	Sep 2019	As available
	Female: 48%						

Percentage of physically active adults	73.8%	Increase	66.4%	66.3%	Public Health Outcomes Framework, Public Health England	2017 – 2018	Annual
Number and percentage of reception children who are overweight and obese	769 (25.4%)	Decrease	37.7%	34.3%	Public Health Outcomes Framework, Public Health England	2017 – 2018	Annual
Number and percentage of Year 6 children who are overweight and obese 207/18	1,145 (39.8%)	Decrease	37.7%	34.3%	Public Health Outcomes Framework, Public Health England	2017 - 2018	Annual
Mental health	Estimate 47,600 in the borough suffer from a common mental disorder	-	1 every 5 adults	1 every 6 adults	Adult Psychiatric Morbidity Survey 2014	2014	As available

Projected ageing population	79% increase in residents aged 65 or more by 2039, reaching 48,000 at 13% of the Southwark population (92% increase in those over 75 and 87% growth in those over 85)	-	-	-	Southwark SHMA 2019	2019	As available
Projected 65 year-old or above residents with dementia	1,772 by 2020; 2,369 by 2030	-	-	-	Southwark SHMA 2019	2019	As available

Safety

Baseline data	Southwark			Southwark's maintenance target	Old Kent Road's maintenance target	London	National	Source	Most recent data	Frequency of collection
Recorded crime per 1000 population for headline offences	120 (2018-2019), 6 th highest among 13 inner London boroughs, 6 th in London			Decrease	Decrease	99	84	Recorded crime data by Community Safety Partnership area, ONS	Jul 2018 - Jun 2019	Annual
No. Crimes recorded per annum	38,113 (4th highest rating of London boroughs)			Decrease; Lower rating	Decrease; Lower rating	-	-	Recorded crime data by Community Safety Partnership area, ONS	Jul 2018 - Jun 2019	Annual
No. of crime types recorded	Theft offences	Violence against the person	Robbery	Decrease	Decrease	-	-	Recorded crime data by Community Safety Partnership area, ONS	Nov 2018 - Oct 2019	Annual
	16042	8,879	2,119							
	Sexual offences	Drug offences	Criminal damage and arson							
	856	2,156	2,225							

	Public order offences	Possession of weapons offences	Miscellaneous crimes against society								
	1,979	408	360								
Crime deprivation (the higher rank the more deprived)	7 th out of 14 inner London boroughs; 9 th out of 33 London boroughs; 37 th within England; 25 out of 166 Lower-layer Super Output Areas (LSOA) within Southwark are among the 10 th most deprived area within England			Lower ranking		-	-	English Indices of Deprivation	Sep 2019	Annual	
Total No. of casualties in Southwark	Pedestrians: 234 (-6% from 2017)		Cyclists: 361 (12% from 2017)	Reduce to zero		175	144	-	Casualties in Greater London - Transport for London	2018	Annual
Fatal and serious casualties on road	189			Reduce to zero		123		-	Casualties in Greater London - Transport for London	2018	Annual

Economic conditions

Economy and employment

Baseline data	Southwark	Southwark's maintenance target	London	National	Source	Most recent data	Frequency of collection
Number of employee jobs	235,000	Increase	-	-	Nomis Labour Market Statistics, Local Authority Profile	2017	Annually

Number of micro and small-to-medium sized enterprises	99% of the total business in the borough, equating a total of 15,905 micro-SMEs			Increase			Nomis Labour Market Statistics, Local Authority Profile	2018	Annually
Number of economically active and inactive populations	Economically active: 41,700 14,700 Students (35% of economically inactive population)			-	-	-	Nomis Labour Market Statistics, Local Authority Profile	2019	Annually
Gender breakdown of employed population	81% economically active and are in employment: 81% males / 74% females			-	-	-	Nomis Labour Market Statistics, Local Authority Profile	2019	Annually
Percentage of unemployed population	5.4% unemployed	4% claiming out-of-work benefits	3.8% claiming Universal Credit	Decrease	4.9% unemployed	4.1%	Nomis Labour Market Statistics, Local Authority Profile	2019	Annually

Retail and town centres

Baseline data	Southwark			Southwark's maintenance target	London	National	Source	Most recent data	Frequency of collection
Percentage of takeaways outlets within a walking distance (400m) of a secondary school	86 out of 302 (30%) takeaways (situated in ward areas with the prevalence of excess weight) are within a 400m walking distance of a secondary school			Decrease	-	-	Southwark Public Health, <i>P45 Hot Food Takeaways – Review of the evidence</i> , Southwark Place & Health Improvement Section	2018	As available
Primary shopping frontage vacancy rates	7 out of 15 having 0%			Decrease	-	-	Protected Shopping Frontages, Southwark	2018	As available
Secondary shopping frontage vacancy rates	11 out of 38 having 0%			Decrease	-	-	Protected Shopping Frontages, Southwark	2018	As available
Existing commercial floorspace in town centres, district centres and local centres	208,666 gross retail floorspace (270,500 sqm including food and beverage)			-	-	-	Southwark Retail Study, Nathaniel Lichfield & Partners	2015	As available
Breakdown of commercial uses in town centres	Class A2: 9% of all units in town centres	Betting shops in town centres: 26% of all A2 uses and 2.4% of all A class units	Banks and building societies in town centres: 37	-	-	-	Southwark Retail Study, Nathaniel Lichfield & Partners	2015	As available

Environment conditions

Energy and Climate Change

Objective & indicator for assessment	Southwark		Direction of change	London	National	Source	Most recent data	Frequency of collection
Energy Consumption by Sector	Industry and commerce	507.5	Decrease	-	-	UK Local Authority and Regional Carbon Dioxide Emissions National Statistics 2005 to 2017	2017	Annually
	Domestic Sector	312.5						
Domestic consumption per capita of natural gas	11,530 kwh/year		Decrease	-	16,000 kwh/year	Annual Monitoring Report 2010 - 2011	2010-2011	As available
Domestic consumption per capita of electricity	3,300 kwh/year		Decrease	-	4,800 kwh/year	Annual Monitoring Report 2010 - 2011	2010-2011	As available
Total Carbon emissions in borough(tonnes of CO2)	Industry/commercial	789,000	Decrease	-	-	Annual Monitoring Report 2010 - 2011	2010-2011	As available
	Housing	456,000	Decrease	-	-			
	Transport	258,000	Decrease	-	-			
	Total	1,504,000	Decrease	-	-			
	Per capita	5.3	Decrease	-	-			
Fuel Poverty	7,000 households (6.4% of all households)		Decrease	-	-	-	2013/14	As available

Air Quality

Objective & indicator for assessment	Southwark		Direction of change	London	National	Source	Most recent data	Frequency of collection
Concentration level of NO ₂ , PM _{2.5} and PM ₁₀ (Annual)	PM ₁₀ (µg/m ³) (SWK6)	20	Decrease	-	40 µg/m ³	Air Quality Annual Status Report	2019	Annually
	NO ₂ ratified and bias adjusted monitoring results (µg/m ³) (SWK6)	32		-	40 µg/m ³			
	PM _{2.5} ratified and bias adjusted monitoring results (µg/m ³) (SWK6)	No published results		-	25 µg/m ³			
Percentage population exposed to levels of NO ₂ above the annual average objective limits	45%		Decrease	-	-	Air Quality Annual Status Report	2019	As available

Transport

Objective & indicator for assessment	Southwark	Direction of change	London	National	Source	Most recent data	Frequency of collection
Journey to work by mode	Car/motorcycle – 23% Taxi/other public – 1% Walking – 30%. Cycle – 4% Rail – 8% Underground/DLR – 8%	Decrease (Reduce trips made by car/motorbike to 13% by 2041)	-	-	LB Southwark, Annual Monitoring Report 2017/18: Delivering Southwark's Transport Plan	2017/18	As available
	88% of traffic on our streets is cars and taxis 12% is buses, vans and larger vehicles						
Frequency of Cycling as mode of Transport	4.3%	Increase	-	-	Movement Plan 2019	2009/12	As available
Number of Controlled Parking Zones	As of 2018, there are 25 CPZs in Southwark, covering approximately 800 streets and 48% of the borough	Increase (Introducing a borough wide CPZ by 2041)	-	-	Movement Plan 2019	2019	As available

Number of Casualties	A total of 5,325 casualties were recorded in Southwark between 2012 to 2016 including 417 serious casualties and 26 fatalities.	Decrease	Vision Zero (zero road casualties by 2041)	-	Movement Plan 2019	2012 to 2016	As available
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Biodiversity

Objective & indicator for assessment	Southwark		Direction of change	London	National	Source	Most recent data	Frequency of collection
Number of SINC Sites	Total	66	Increase	-	-	Open Space Strategy (2013)	2013	As available
	MOL	5						
	BOL Grade 1	17						
	BOL Grade 2	22						
	Local Importance	28						
Number of Local Nature Reserves	Southwark has 7 Local Nature Reserves (LNR's) totalling 50.93ha, these are listed below.		Increase	-	-	Biodiversity Action Plan 2019	2019	As available
Number New Protected Sites	17 new protected sites		Increase	Habitat creation targets for London (Table 9)	DEFRA 2018 ' A green future' 25 Year Environmental Plan	Biodiversity Action Plan 2019	2019	As available

Open Spaces

Objective & indicator for assessment	Southwark	Direction of change	London	National	Source	Most recent data	Frequency of collection
Number of Open spaces (hectares per 1,000 people)	215 open spaces in the borough which together comprise some 605.5 hectares of land, around 21% of the total land area in the borough 1.5 hectares per 1,000 population	Increase	-	-	Open Space Strategy (2013)	2026 – with projected increase in population	-
Park provision (hectares per 1,000 people)	0.7 hectares per 1,000 population	Increase	-	-	-	2026 – with projected increase in population	-
Satisfaction with natural greenspace provision	Satisfaction levels for allotments (92%), large open spaces (86%) and the Thames Path (88%).	Higher	-	-	Open Space Strategy (2013)	-	-
Number of Allotments (Community gardens)	15.3 ha of land across the borough is used for allotments and a further 2.9 ha is used as community gardens	Increase	-	-	Open Space Strategy (2013)	-	-

	797 people on the waiting list for allotment spaces in the borough	Decrease					
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Soil

Objective & indicator for assessment	Southwark	Direction of change	London	National	Source	Most recent data	Frequency of collection
Number of Open spaces (hectares per 1,000 people)	<p>215 open spaces in the borough which together comprise some 605.5 hectares of land, around 21% of the total land area in the borough</p> <p>1.5 hectares per 1,000 population</p>	Increase	-	-	Open Space Strategy (2013)	2026 – with projected increase in population	As available

Flood Risk, Water Resources and Quality

Objective & indicator for assessment	Southwark	Direction of change	London	National	Source	Most recent data	Fre c
Domestic Water Demand across the whole borough (as a proxy measure of water consumption)	111.33 litres per person per day (Old Kent Road)	Decrease (105 litres per person per day)	164 litres per person per day (emerging New London Plan consumption levels)	-	Old Kent Road Integrated Water Management Strategy	2018	As
Number of planning permissions granted contrary to the advice of the Environment Agency on flood defence & water quality grounds	None	Decrease	-	-	Annual Monitoring Report 2010/2011	2010/11	As
Quality of water at consumer's tap (zones) – against National Standards (number of tests failed) Thames Water Aggregated	15	Decrease	15		Drinking Water Inspectorate Annual Monitoring Report	2018	

Waste management

Objective & indicator for assessment	Southwark					Direction of change	London	National	Source	Most recent data	Frequency of collection
	2010/11	2011/12	2012/13	2013/14	2014/15						
Total household waste collected (tonnes)	2010/11	2011/12	2012/13	2013/14	2014/15	Decrease	Decrease	Decrease	Southwark's Waste Management Strategy 2003-2021	2014/2015	Annual
	110,236	106,121	111,081	116,663	118,814						
Recycling and composting rate (%)	25.14	27.43	30.41	34.30	34.58	Increase	Increase	Increase	Southwark's Waste Management Strategy 2003-2021	2014/2015	Annual
Amount of municipal waste diverted from landfill (recovery rate %)	63.34	79.65	69.49	86.40	95.29	Increase	Increase	Increase	Southwark's Waste Management Strategy 2003-2021	2014/2015	Annual

Noise management

Objective & indicator for assessment	Southwark	Direction of change	London	National	Source	Most recent data	Frequency of collection
The rate of complaints about noise	18.7	Decrease	14.6	6.3	Wider Determinants of Health – Public Health England	2015/16	Annual
The percentage of the population exposed to road, rail and air transport noise of 65dB(A) or more, during the daytime	14.8%	Decrease	12.1%	5.5%	Wider Determinants of Health – Public Health England	2016	Annual
The percentage of the population exposed to road, rail and air transport noise of 55dB(A) or more during the night-time	18.0%	Decrease	15.9%	8.5%	Wider Determinants of Health – Public Health England	2016	Annual

Play facilities

Objective & indicator for assessment	Southwark	Direction of change	London	National	Source	Most recent data	Frequency of collection
Number of Open spaces with play facilities	78 open spaces that include some form of dedicated children's play provision	Increase	-	-	Open Space Strategy (2013)	2013	As available
Satisfaction level with children's play spaces	80% of respondents consider the quality of children's play space in the borough to be good or very good	Increase	-	-	Open Space Strategy (2013)	2013	As available

Quality in Design and Conservation of Historic Environment

Objective & indicator for assessment	Southwark	Direction of change	London	National	Source	Most recent data	Frequency of collection
Number of Historic environment assets	45 conservation areas	Retain	-	-	Annual Monitoring Report 7 (April 2010-March 2011)	2010/11	As Available
	2,200 listed buildings						
	Tower of London World Heritage Site						
	6 Archaeological Priority Zones						

DRAFT OLD KENT ROAD AAP/OAPF Integrated Impact Assessment Appendices

December 2020

No.	Title
Appendix 1	Strategic Directive Requirement
Appendix 2	Relevant Plans, Programmes and Strategies
Appendix 3	Baseline data – Facts and Figures
Appendix 4	Sustainability Appraisal Framework
Appendix 5	Assessment of the Strategy and Vision
Appendix 6	Assessment of the Development Management Policies
Appendix 7	Assessment of the Sub Areas and Site Allocations
Appendix 8	Monitoring indicators against sustainability objectives
Appendix 9	Baseline Indicators Table
Appendix 10	Options Testing
Appendix 11	Scoping Report Consultation Summary and link to OKR AAP Scoping Report
Appendix 12	Reasonable alternatives considered
Appendix 13	Mental Well-being Impact Assessment Screening
Appendix 14	OKR AAP References

Appendix 10: Options Testing

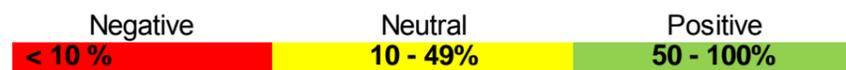
This appendix sets out the sustainability appraisal of the two options considered for the Proposed changes to the Old Kent Road AAP. Each option was appraised against the 17 sustainability objectives, encompassing economic, social and environmental aspects. Each objective is measured on a scoring scale (Key 1), with each grade assigned a numeric value, symbol and colour. Alongside the scoring, a detailed commentary on the objectives is provided.

Key 1: Individual scoring against each objective

Symbol and colour	Scoring Value (%)	Score	Description
✓✓	100	Major or direct positive	The proposed option/policy contributes significantly to the achievement of the objective.
✓	50	Minor or indirect positive	The proposed option/policy contributes to the achievement of the objective but not significantly or indirectly.
-	0	Neutral	The proposed option/policy does not have any effect on the achievement of the objective or there is no clear relationship between the proposed option/policy and the achievement of the objective or the relationship is negligible.
x	-50	Minor or indirect negative	The proposed option/policy detracts from the achievement of the objective but not significantly.
xx	-100	Major or direct negative	The proposed option/policy detracts significantly from the achievement of the objective.
?	N/A	Uncertain	The proposed option/policy has an uncertain relationship to the objective or the relationship is dependent on the way in which the aspect is managed. In addition, insufficient information may be available to enable an appraisal to be made.

The colour bar below (key 2) divides the overall scoring into three categories from positive, neutral to negative.

Key 2: Averaged IIA objectives scoring for each policy



The Table1 below sets out the averaged scoring of the 17 objectives to indicate each options overall efficacy in meeting the sustainability objectives.

Table 1: Averaged scoring for the three options considered

	Option A: Business as usual without BLE extension	Timescale			Option B: High growth scenario with two stations under BLE	Timescale		
	Overall	S	M	L	Overall	S	M	L
IIAO 1	✓	-	-	X	✓✓	✓✓	✓✓	✓✓
IIAO 2	?	-	-	X	✓✓	✓	✓	✓✓.
IIAO 3	?	-	X	X	✓✓	✓	✓	✓✓
IIAO 4	-	-	-	X	✓✓	✓	✓	✓✓
IIAO 5	?	✓.	✓.	✓.	✓✓	✓	✓	✓✓
IIAO 6	?	-	-	-	✓✓	✓✓	✓✓	✓✓
IIAO 7	X	-	X	XX	✓✓	✓	✓✓	✓✓
IIAO 8	✓.	✓.	✓.	✓.	✓	✓	✓	✓
IIAO 9	✓	-	-	-	✓	✓	✓	✓
IIAO 10	✓	-	-	X	✓✓	✓.	✓.	✓✓.
IIAO 11	?	-	-	X	✓✓	✓.	✓.	✓✓.
IIAO 12	?	-	✓.	✓.	✓.	✓.	✓.	✓.
IIAO 13	?	-	-	X	✓	-	-	✓.
IIAO 14	?	✓.	✓.	✓.	✓	✓.	✓.	✓.
IIAO 15	?	-	✓.	✓.	✓✓	✓.	✓.	✓✓.
IIAO 16	?	-	X	X	✓	-	-	✓✓.
IIAO 17	?	-	?	?	✓	-	-	✓✓.
Avg.	25%	9%	6%	-16%	79%	47%	50%	85%

	Option A: Business as usual without BLE	S	M	L	Commentary on Results
IIA 1 To tackle poverty and encourage wealth creation	✓	-	-	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, jobs 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. The BLE would attract investment to the Opportunity Area as the PTAL rating is increased which means that residential and non-residential development is more viable and incentivised as it is supported by transport infrastructure. Without this, it would be more difficult to tackle poverty and encourage wealth creation.
IIA 2 To improve the education and skill of the population	?	-	-	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	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	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	?	-	-	-	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. By not delivering the BLE there are huge disbenefits relating to sustainability and reduction in carbon emissions, by not delivering sustainable transport options like public transport via the tube, it is encouraging people to use private vehicles and increase pollution and congestion This is a major issue that needs to be addressed to ensure that we are addressing the Climate Emergency.
IIA 7 To improve the air quality	x	-	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.

I/A 10 To maintain and enhance the quality of land and soils	✓	-	-	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.
I/A 11 To protect and enhance quality of landscape and townscape	?	-	-	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.
I/A 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.
I/A 13 To protect and enhance open spaces, green corridors and biodiversity	?	-	-	x	There would be fewer new green spaces and green infrastructure provided in this scenario, and the OA is not currently well served by green spaces and opportunities to improve biodiversity. The lack of provision of green spaces could impact on the long term health and wellbeing of the population particularly due to proximity to heavy traffic.
I/A 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.
I/A 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. By not delivering the BLE it is not unlocking further potential for the delivery of new homes supported by sustainable transport infrastructure.
I/A 16 To promote sustainable transport and minimise the need to travel by car	?	-	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. The Bakerloo Line Extension not being delivered would bring significant disbenefits because it would not address issues of connectivity and accessibility in and around the Old Kent Road. By not delivering the BLE it is not addressing the issue of the dominance of private vehicles and reliance on unsustainable modes of travel, this causes huge disbenefits in terms of sustainability, access and community cohesion.
I/A 17 To provide the necessary infrastructure to support existing and future development	?	-	?	?	Without the identification of land to provide infrastructure including new education and health facilities and open space and the identification of area-wide improvements the delivery of infrastructure would be less coordinated. This could lead to delays in bringing forward necessary projects and slow down development depending on them. NSP policies would otherwise require development to deliver supporting infrastructure.

	Option B: High growth scenario with two stations under BLE	S	M	L	Commentary on Results
IIA 1 To tackle poverty and encourage wealth creation	✓✓	✓✓	✓✓	✓✓	<p>The area-wide redevelopment will revitalise the neighbourhood with an improved living environment that will encourage inward investment and boost local economy such as retail uses serving the local community. The growing population under the intensification and revitalisation of the existing industrial and residential area will produce economic synergy by creating new job opportunities for local residents and providing enterprise opportunities in the business area.</p> <p>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.</p>
IIA 2 To improve the education and skill of the population	✓✓	✓	✓	✓✓	<p>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.</p>
IIA 3 To improve the health of the population	✓✓	✓	✓	✓✓	<p>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.</p>
IIA 4 To reduce the incidence of crime and the fear of crime	✓✓	✓	✓	✓✓	<p>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.</p>
IIA 5 To promote social inclusion, equality, diversity and community cohesion	✓✓	✓	✓	✓✓	<p>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.</p>
IIA 6 To reduce contributions to climate change	✓✓	✓✓	✓✓	✓✓	<p>In response to Climate Emergency Declaration for Southwark, OKR AAP will be the first net zero carbon action area in the borough. With the progressive policies, 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, including connection to district heating network. 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.</p>

<p>IIA 7 To improve the air quality</p>	<p>✓✓</p>	<p>✓</p>	<p>✓✓</p>	<p>✓✓</p>	<p>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.</p>
<p>IIA 8 To avoid waste and maximise, reuse or recycle waste arising as a resource</p>	<p>✓</p>	<p>✓</p>	<p>✓</p>	<p>✓</p>	<p>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. For new development in the area services will be provided by the Old Kent Road integrated waste management facility including materials recovery and mechanical biological treatment.</p> <p>The development in the area will connect to SELCHP district heat network that turns waste into energy and converts the excess heat to heat that can be used in heating buildings. This is considered to be a renewable source of heat, a process to more sustainably manage waste through combustion, to reduce the amount of waste going to landfill.</p>
<p>IIA 9 To encourage sustainable use of water resources</p>	<p>✓</p>	<p>✓</p>	<p>✓</p>	<p>✓</p>	<p>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.</p>
<p>IIA 10 To maintain and enhance the quality of land and soils</p>	<p>✓</p>	<p>✓•</p>	<p>✓•</p>	<p>✓✓•</p>	<p>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.</p>
<p>IIA 11 To protect and enhance quality of landscape and townscape</p>	<p>✓✓</p>	<p>✓•</p>	<p>✓•</p>	<p>✓✓•</p>	<p>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.</p>
<p>IIA 12 To conserve and enhance the historic environment and cultural assets</p>	<p>✓•</p>	<p>✓•</p>	<p>✓•</p>	<p>✓•</p>	<p>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.</p>
<p>IIA 13 To protect and enhance open spaces, green corridors and biodiversity</p>	<p>✓</p>	<p>-</p>	<p>-</p>	<p>✓•</p>	<p>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.</p>
<p>IIA 14 To reduce vulnerability to flooding</p>	<p>✓</p>	<p>✓•</p>	<p>✓•</p>	<p>✓•</p>	<p>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.</p>
<p>IIA 15 To provide everyone with the opportunity to live in a decent home</p>	<p>✓✓</p>	<p>✓•</p>	<p>✓•</p>	<p>✓✓•</p>	<p>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.</p>

<p>IIA 16 To promote sustainable transport and minimise the need to travel by car</p>	<p>✓</p>	<p>-</p>	<p>-</p>	<p>✓✓•</p>	<p>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.</p>
<p>IIA 17 To provide the necessary infrastructure to support existing and future development</p>	<p>✓</p>	<p>-</p>	<p>-</p>	<p>✓✓•</p>	<p>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.</p>

DRAFT OLD KENT ROAD AAP/OAPF Integrated Impact Assessment Appendices

December 2020

No.	Title
Appendix 1	Strategic Directive Requirement
Appendix 2	Relevant Plans, Programmes and Strategies
Appendix 3	Baseline data – Facts and Figures
Appendix 4	Sustainability Appraisal Framework
Appendix 5	Assessment of the Strategy and Vision
Appendix 6	Assessment of the Development Management Policies
Appendix 7	Assessment of the Sub Areas and Site Allocations
Appendix 8	Monitoring indicators against sustainability objectives
Appendix 9	Baseline Indicators Table
Appendix 10	Options Testing
Appendix 11	Scoping Report Consultation Summary and link to OKR AAP Scoping Report
Appendix 12	Reasonable alternatives considered
Appendix 13	Mental Well-being Impact Assessment Screening
Appendix 14	OKR AAP References

Consultation on the OKR AAP

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 AAP: December 2020 Version	January 2020 – April 2021
Consultation on the submission version Old Kent Road Area Action Plan and Integrated Impact Assessment Report	2021
Submission of the draft Old Kent Road Area Action Plan Integrated Impact Assessment Report to the Planning Inspectorate	2021
Examination in Public	2022
Adoption of the Old Kent Road Area Action Plan	2022

Full details of the consultation on the full OKR AAP can be found in Appendix D Consultation Report.

This Consultation Report details the extent of consultation done on the AAP, the consultation events that have been organised and how the council has engaged with the local community, statutory consultees and other stakeholders.

The IIA appraisal has evolved as iterations of the masterplan and as the OKR AAP has been tested and collated. Consultation comments have informed this process.

Consultation comments have also developed the IIA appraisal itself. The consultation response below are made on a previous version of the IIA and the IIA has evolved through different iterations since. The IIA appraisal will continue to be updated as the OKR AAP evolves through different versions to reflect the changes in the strategy, vision, masterplan and policies.

Consultation on the OKR AAP, Old Kent Road planning application and masterplan iterations is ongoing.

Ongoing consultation with local residents is facilitated in two main ways:

- **231 Old Kent Road**

231 Old Kent Road is a new community space on the Old Kent Road. It is a place where all local residents can get involved with the regeneration in the Old Kent Road.

The idea is to bring the whole community together to help shape the development of Old Kent Road over the next 20 years.

We want 231 to be a place where people who live and work nearby can come and see the latest plans and talk to us about the regeneration programme. But we also want to use the venue for exhibitions and events and to provide space for community groups to hold their own meetings.

231 Old Kent Road officially opened in April 2019 with the Museum of Us, a free exhibition and programme of events. It is open regularly for visitors and residents.

- **Old Kent Road Community Review Panel**

The Community Review Panel is a way for LB Southwark to better understand the needs of the local community in the Old Kent Road.

The panel gives independent advice on planning in the regeneration area. It discusses important issues, including housing, transport, public and green spaces, and the environment. This helps to ensure all new developments are of the highest possible quality and meet the needs of people living and working in the area, both now and in future.

The panel meets once a month to discuss proposals. These discussions are subsequently written up as formal reports to feed into decisions made by the council. All of the panel's recommendations are taken seriously and will be a formal part of the planning process.

The Panel is made up of 12 members who know the local area and the panel is managed by an external group.

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

The Old Kent Road Integrated Impact Assessment Scoping Report from 2016 can be found here: [https://www.southwark.gov.uk/assets/attach/1734/2.2.7-DL-OKR AAP Integrated Impact Assessment Scoping Report Feb 2016.pdf](https://www.southwark.gov.uk/assets/attach/1734/2.2.7-DL-OKR_AAP_Integrated_Impact_Assessment_Scoping_Report_Feb_2016.pdf)

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 for this draft of the OKR AAP.

The following statutory consultees were consulted on the scoping report:

Historic England
Environment Agency
Natural England (no response received)

The following individuals and organisations provided comments on the scoping report:

Highways England
Heiko Steinmann
Old Kent Road People
Thames Water
TFL Taxi and Private Hire
TFL Borough Planning
Richard Lee
Scotia Gas Networks
Southwark Studios
Cass Cities
Jeremy Leach
Friends of Burgess Park

Summaries of comments and council's response

The following table summarises responses by relevant sections/topics of the scoping report and provides the council's response. Many of the comments have been considered and incorporated into the IIA, particularly regarding the key environmental, health and equality issues and the role and criteria for the IIA objectives. Respondents have been added to our consultation database where requested.

The Scoping Report outlined the existing baseline information for the area by which future changes can be monitored and assessed. Strong analytical data has been prepared alongside the issues and options informal stages of preparation in the form of evidence base documents. The findings of these documents as they have evolved have been well communicated with local people through community forums and business consultations. The

evidence base has continually evolved to inform the plan progress and will be published alongside the draft AAP.

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

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

CASS Cities	The extent of the baseline information is not adequate for the scope of the area in question and does not have consistent boundaries which can be accurately compared to the Opportunity Area. The use of specific examples is not considered to be fair or representative of the OA.	rented. The needs for the opportunity area in terms of education and health facilities will be carefully considered in the plan. The Scoping Report acknowledges limitations in data, gaps and encourages continuous review and updates. Different boundaries are a necessary limitation of the available data but the areas referred to from each data source are noted in the scoping report for clarity. Significant planning applications are considered to be relevant to understanding current development trends in the area.
CASS Cities	Has there been any further study into potential population growth after the implementation of the AAP and the extension of the Bakerloo Line to the Old Kent Road?	Population estimates based on the growth options are considered in the IIA and the AAP in terms of meeting future needs.
CASS Cities	Mosaic data does not correlate with the census data and presents a misleading picture of the demographic of the Opportunity Area.	The mosaic household index has been used as a broad indicator of socio-economic conditions in which people live with the limitations recognised and hence a cross-check provided with other indicators in the report.
CASS Cities	Growth in churches and art galleries/studio space are clustered around the north side of the OA, nearer the Central Activity Zone. Will the council commit to expanding civic space in line with population growth?	The provision of cultural space to support a larger population and contribute to place-making in the AAP is an important component of the plan.
Richard Lee	No evidence is provided on the impact and viability of an extension to the Bakerloo Line.	The impacts of the options for transport infrastructure including the BLE are considered in the IIA.

<p>Richard Lee CASS Cities</p>	<p>Evidence on industrial activity does not make use of the GLA/Southwark Employment Study 2015 and it has not been made public. Summary statements seem to show a lack of understanding about the existing economic make-up of the area and do not align with the findings of the GLA report.</p>	<p>The evidence base has been continually prepared throughout the issues and options informal consultation to inform the plan and will be published alongside the draft plan. The early findings of the evidence base has been consistently presented to the community forum/businesses and provided a forum for discussion and evolution of the documents (e.g. Place-making study, characterisation study, employment strategy). The LBS/GLA Employment Study and University studies give a detailed picture of the existing economy and employment uses in the area at the present time and this is reflected in the IIA. Many of the trends in economic change anticipated in the area are outlined in our Employment Land Review and emerging Employment Strategy for the OKR which has been used to inform the plan.</p>
<p>CASS Cities</p>	<p>SME's are a key component of Southwark's economy. Will the Council commit to expanding all types of space required to accommodate SMEs?</p>	<p>The council is developing policies in the New Southwark Plan and the OKR AAP to support the large proportion of SME businesses in the OA. The inclusion of existing businesses in redevelopment in sectors which are currently thriving will be encouraged.</p>
<p>Southwark Studios</p>	<p>Although the importance of workspace providers is noted there are not yet recommendations, protections or suggestions as to how to keep creative workspace providers in the area as redevelopment occurs.</p>	<p>The scoping report identifies the current baseline data for the area. However it will be a key part of the plan to ensure cultural facilities and provision of workspace for small businesses and creative industries can participate in regeneration opportunities.</p>
<p>Historic England</p>	<p>The design and heritage section should briefly and consistently summarise the historic significance of the heritage assets and their sensitivities. There are a number of points within the baseline summary</p>	<p>The AAP includes detailed policies relating to design and heritage, written in conjunction with our design and conservation team recommendations to inform all mitigated and potential impacts. The Characterisation</p>

<p>Environment Agency</p> <p>Scotia Gas Networks</p>	<p>which need to be further clarified. We would recommend that the development of the scoping should seek to identify the potential for impact on heritage assets over a wider area based on the potential impact for taller development proposed within the area.</p> <p>We consider the Integrated Impact Assessment objectives and indicators appropriate. Southwark SFRA was prepared in 2008; therefore there is need for review to incorporated changes in the national planning policy.</p> <p>The OKR AAP should re-evaluate the existing allocation for the gasworks site.</p>	<p>Study part of the evidence base provides extensive detail and analysis of the history and composition of the Old Kent Road OA. The findings of this study and a more comprehensive analysis of the existing heritage baseline is included in the IIA.</p> <p>Southwark is preparing an updated SFRA due to be published shortly (mid 2016). This can be used to review flood risk management in the future development of the AAP. AAP policies will encourage management of flood risk and the incorporation of SUDS.</p> <p>The gasworks site is included in the OA and will be considered in the AAP.</p>
<p>Water efficiency and management</p>		
<p>Thames Water</p>	<p>Development within the Old Kent Road area could impact on water supply and sewerage infrastructure. An IWMS should be commissioned to highlight the long term infrastructure requirements for water demand and drainage in the AAP area. The water mains referred to in section 3.4.30 provide clean water and are not part of the sewerage network.</p>	<p>Policies in the AAP/OAPF will encourage the efficient use of water resources, sustainable reuse of water and encourage the delivery of SUDS and rainwater harvesting. Southwark is exploring the opportunities for an Integrated Water Management Strategy with Thames Water and the GLA for the opportunity area to manage future demand. Correction noted.</p>
<p>Transport</p>		
<p>TFL Taxi and private hire</p>	<p>Taxi and private hire vehicles should be included in the consideration for the AAP, particularly in terms of provision of taxi ranks and set down/pick up facilities benefiting disabled and elderly members of the public.</p>	<p>New development will be required to provide appropriate servicing and taxi drop off points particularly for development such as new hotels or large scale retail development. There may be opportunities to incorporate taxi ranks in the development of the underground stations and this can be a part of the detailed considerations for the stations at a later stage of the plan period.</p>

CASS Cities	The OA is not particularly well served by existing underground stations and PTAL ratings are lower than outlined in the scoping report.	The scoping report gives a wider analysis of transport connections in the area however it is agreed the Elephant and Castle underground station has limited ability to service the whole of Old Kent Road and the PTAL ratings are lower in some parts of the OA particularly towards the south. This has been updated and reflected in the IIA.
Friends of Burgess Park	What does the council and local people actually want to achieve, what big, key beneficial changes. One proposal would be for the OKR to transferred into a tunnel, it has a major negative impact on the area. Air pollution levels are extremely high should any housing or schools be near the OKR as it currently is?	Noted. The introduction of the BLE would introduce positive impacts on air pollution and sustainability for the area.
TFL Borough Planning	Support for transport interventions encouraging safer walking and cycling which has positive effects on equalities health and the environment.	Noted.
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 Richard Lee	The links between IIA 3 and IIA 16 could be made clearer. Whether the objectives are compatible with each other will depend upon formulation of policy as well as implementation.	The links between improved transport facilities particularly walking and cycling and improvements to public health have been made clearer throughout the report. The objectives are noted as compatible in the IIA. It is appreciated that the interaction of objectives is complex and assumptions made cannot pick up every eventuality of how policies will interact with several objectives. However it is considered good practice to undertake a high level comparison in order to anticipate areas where incompatibility may arise.
Key environmental, health and equality issues (Table 4.1)		
TFL Borough Planning TFL Borough Planning Richard Lee CASS Cities	The links between health and transport should be strengthened as transport choice is an increasingly important factor in health. A number of suggestions for alterations or additions to Table 4.1 have been suggested by respondents.	The links between healthy lifestyles and active forms of travel have been added to Table 4.1 in the IIA. The strong links between walking and cycling and health benefits are noted in the IIA. The additional issues identified are noted and taken into account in the IIA. Many of the additional issues identified are already covered by broader issues

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

DRAFT OLD KENT ROAD AAP/OAPF Integrated Impact Assessment Appendices

December 2020

No.	Title
Appendix 1	Strategic Directive Requirement
Appendix 2	Relevant Plans, Programmes and Strategies
Appendix 3	Baseline data – Facts and Figures
Appendix 4	Sustainability Appraisal Framework
Appendix 5	Assessment of the Strategy and Vision
Appendix 6	Assessment of the Development Management Policies
Appendix 7	Assessment of the Sub Areas and Site Allocations
Appendix 8	Monitoring indicators against sustainability objectives
Appendix 9	Baseline Indicators Table
Appendix 10	Options Testing
Appendix 11	Scoping Report Consultation Summary and link to OKR AAP Scoping Report
Appendix 12	Reasonable alternatives considered
Appendix 13	Mental Well-being Impact Assessment Screening
Appendix 14	OKR AAP References

Appendix 12: Reasonable alternatives considered

This appendix sets out all reasonable alternatives considered for the 18 site allocations within the Old Kent Road Area Action Plan, including the capacity for residential units within the whole opportunity area as identified within the London Plan and also the low, medium and high options considered within the OKR Place Making Study 2016 (Allies and Morrison). It also considers the site allocation capacities within the different iterations of the Old Kent Road Area Action Plan.

Old Kent Road sites
OKR1 Bricklayers Arms (NSP53)
OKR2 Crimscott Street and Pages Walk (NSP54)
OKR3 Mandela Way(NSP55)
OKR4 107 Dunton Road (Tesco store and car park) and Southernwood Retail Park (NSP56)
OKR5 Salisbury estate car park (NSP57)
OKR6 96-120 Old Kent Road (Lidl store) (NSP58)
OKR7 Former petrol filling station, 233-247 Old Kent Road (NSP59)
OKR8 Kinglake Street Garages (NSP60)
OKR9 4/12 Albany Road (NSP61)
OKR10 Land bounded by Glengall Road, Latona Road and Old Kent Road (NSP63)
OKR11 Marlborough Grove and St James's Road (NSP64)
OKR12 Former Southern Railway Stables (NSP62)
OKR13 Sandgate Street and Verney Road (NSP63)
OKR14 634 – 636 Old Kent Road (NSP70)
OKR 15 684 – 698 Old Kent Road (Kwik Fit Garage) (NSP69)
OKR 16 Hatcham Road and Iderton Road (NSP67)
OKR 17 South of Old Kent Road (760, 812 and 840 Old Kent Road, Toys'R'Us and Aldi Stores) (NSP68)
OKR 18 Devon Street and Sylvan Grove (NSP66)

Site allocation: OKR1 Bricklayers Arms Roundabout (NSP53)

Alternatives considered

The capacity for this site was considered in the OKR Place Making Study 2016 (Allies and Morrison). The study considered high, medium and low options for development based on a Bakerloo Line (2 station, high density scenario) option, a Bakerloo Line (1 or 2 stations, medium scenario) and a no Bakerloo Line extension option (low scenario). This was based on indicative massing. The medium scenario indicated a potential total capacity of 13,658 units and the low option indicated 8,468 units. The Old Kent Road AAP Integrated Impact Assessment explains these options in more detail. The London Plan designates the Old Kent Road Opportunity Area for 12,000 homes and 5,000 jobs. As a result of the detailed masterplan and preparation of the AAP we have increased this to 20,000 homes and 10,000 jobs over 20 years. This high option was considered the most appropriate option with up to 20,000 homes across the opportunity area, significantly exceeding the target set out by the regional plan.

The Bakerloo Line extension has not yet been confirmed therefore the Council has agreed with the Mayor around 9,500 homes could come forward prior to the confirmation of the BLE (Phase 1) across the whole opportunity area. The remaining 10,500 homes would be delivered in Phase 2 (upon letting of the construction contract for the BLE). The phasing plan shows that NSP53 (OKR1) could potentially come forward in Phase 2 (these are subject to review as we monitor actual delivery rates).

This site has no planning permission or pending applications relating to it and potential masterplanning is in early stages. This site allocation is considered important to redevelopment of the Old Kent Road. TFL have expressed positivity towards the inclusion of the site as an allocation and together with Southwark have submitted a bid to the One Public Estate (OPE) Programme for funding to carry out detailed feasibility and viability testing. Further feasibility testing will test the potential to provide homes, commercial floorspace and open space, including an option to retain the flyover and landscape it as a park. It is expected that this site may come forward for re-development in Phase 2.

Options considered summary	Low option	London Plan Option	Medium option	High option	OKR AAP 2016	OKR AAP 2017	OKR AAP 2020
	Opportunity area wide - 8,468 homes	Opportunity area wide – 12,000 homes	Opportunity area wide - 13,658 homes	Opportunity area wide - 20,000 homes	Dependent on land available	Dependent on BLE option	400-600 homes depending on whether the flyover is removed or retained

Site allocation: OKR2 Crimscott Street and Pages Walk (NSP54)

Alternatives considered

The capacity for this site was considered in the OKR Place Making Study 2016 (Allies and Morrison). The study considered high, medium and low options for development based on a Bakerloo Line (2 station, high density scenario) option, a Bakerloo Line (1 or 2 stations, medium scenario) and a no Bakerloo Line extension option (low scenario). This was based on indicative massing. The medium scenario indicated a potential total capacity of 13,658 units and the low option indicated 8,468 units. The Old Kent Road AAP Integrated Impact Assessment explains these options in more detail. The London Plan designates the Old Kent Road Opportunity Area for 12,000 homes and 5,000 jobs. As a result of the detailed masterplan and preparation of the AAP we have increased this to 20,000 homes and 10,000 jobs over 20 years. This high option was considered the most appropriate option with up to 20,000 homes across the opportunity area, significantly exceeding the target set out by the regional plan.

The Bakerloo Line extension has not yet been confirmed therefore the Council has agreed with the Mayor around 9,500 homes could come forward prior to the confirmation of the BLE (Phase 1) across the whole opportunity area. The remaining 10,500 homes would be delivered in Phase 2 (upon letting of the construction contract for the BLE). The phasing plan shows that NSP57 (OKR5) would fall outside of the phasing because a planning application 19/AP/1506 has been approved and this site is located further away from the A2 bus corridor.

The first draft OKR AAP (2016) indicated this site could have a capacity for 760 new homes. In preparing the next draft of the AAP (2017) further urban design work was undertaken which resulted in a more detailed masterplan and capacity modelling for specific site allocations in the AAP.

Since the AAP was published, numerous planning applications have been submitted and approved on the Phase 1 part of this site. A residential development at Marshall House has already delivered 82 homes. There is a large mixed use scheme currently under construction on the Rich Estate which will deliver 406 homes, expected to be completed in 2023. There is also a mixed use scheme under construction at 18-19 Crimscott Street which will deliver 55 homes. Current approvals are 9 homes and live applications are a further 13 homes, bringing the total to 565 homes. Therefore, there is capacity on this site for an additional 195 homes. These reflect the potential capacity consistent with the high option scenario.

It is currently estimated the site could deliver up to 760 homes consistent with the masterplan and the high option. Any higher options would need to consider existing character, townscape, heritage assets, protected views and the archaeological priority area. A lower option may not optimise the use of the site.

The following constraints were considered for this site:

- The site includes part of Grade II listed buildings 44 and 45 Grange Road.
- The site is within the setting of the Pages Walk and Bermondsey Street Conservation Areas.
- Part of the site lies within the Background Assessment Area of LVMF view 3A.1 from the Kenwood viewing gazebo to St Paul's Cathedral.
- Part of the site falls within the Borough View of St Paul's Cathedral from Nunhead Cemetery.
- The site is in proximity of the Scheduled Ancient Monument the Bermondsey Abbey Buildings.
- The site benefits from Tier 1 APA (Archaeological Priority Area) designation. Located in APA1 – North Southwark and Roman Roads.

Options considered summary	Low option	London Plan Option	Medium option	High option	OKR AAP 2016	OKR AAP 2017	OKR AAP 2020
	Opportunity area wide - 8,468 homes	Opportunity area wide – 12,000 homes	Opportunity area wide - 13,658 homes	Opportunity area wide - 20,000 homes	760 homes	760 homes	760 homes

Site allocation: OKR3 Mandela Way (NSP55)

Alternatives considered

The capacity for this site was considered in the OKR Place Making Study 2016 (Allies and Morrison). The study considered high, medium and low options for development based on a Bakerloo Line (2 station, high density scenario) option, a Bakerloo Line (1 or 2 stations, medium scenario) and a no Bakerloo Line extension option (low scenario). This was based on indicative massing. The medium scenario indicated a potential total capacity of 13,658 units and the low option indicated 8,468 units. The Old Kent Road AAP Integrated Impact Assessment explains these options in more detail. The London Plan designates the Old Kent Road Opportunity Area for 12,000 homes and 5,000 jobs. As a result of the detailed masterplan and preparation of the AAP we have increased this to 20,000 homes and 10,000 jobs over 20 years. This high option was considered the most appropriate option with up to 20,000 homes across the opportunity area, significantly exceeding the target set out by the regional plan.

The Bakerloo Line extension has not yet been confirmed therefore the Council has agreed with the Mayor around 9,500 homes could come forward prior to the confirmation of the BLE (Phase 1) across the whole opportunity area. The remaining 10,500 homes would be delivered in Phase 2 (upon letting of the construction contract for the BLE). The phasing plan shows that NSP55 (OKR3) would fall within Phase 2 as there are currently no planning applications relevant to this site (this is subject to review as we monitor actual delivery rates).

The first draft OKR AAP (2016) indicated this site could have a capacity for 2420 new homes. In preparing the next draft of the AAP (2017) further urban design work was undertaken which resulted in a more detailed masterplan and capacity modelling for specific site allocations in the AAP. It was indicated that the site had the slightly lower capacity for 2200 homes. While the capacity for homes was slightly lower, the amount of industrial space to be provided was substantially increased. In addition, the four principle landowners would jointly contribute to a large park of approximately 1.5ha.

Recent masterplanning work for the AAP 2020 shows 1955 homes may be most appropriate. The masterplan has changed to show the Tate building as a stand alone industrial building to provide more industrial uses so the residential capacity has decreased again. Industrial buildings have been removed from the boundary of Pages Walk terraced houses back gardens so that residential back gardens would back on to them in the revised masterplan, in response to consultation with residents. The masterplan also shows two options for the relocation of Tesco either on OKR3 or OKR4 to accommodate the delivery of the BLE station. The masterplan shows a strategic park delivering 1.45ha of open space. Any higher options would need to consider existing character, townscape, heritage assets, protected views and the archaeological priority area. A lower option may not optimise the use of the site.

The following constraints were considered when masterplanning for this site. The impacts have been fully analysed in the Old Kent Road AAP evidence base:

- The site is within the setting of Grade II listed building The White House
- The site is partially within the Page's Walk Conservation Area
- Much of the site lies within the Background Assessment Area of LVMF view 23.1A from the centre of bridge over the Serpentine to the Palace of Westminster.
- Much of the site falls within the Borough Views of St Paul's Cathedral from Nunhead Cemetery and One Tree Hill.
- The site is in proximity of the Scheduled Ancient Monument the Bermondsey Abbey Buildings.
- The site benefits from Tier 1 APA (Archaeological Priority Area) designation. Located in APA1 – North Southwark and Roman Roads.

Options considered summary	Low option	London Plan Option	Medium option	High option	OKR AAP 2016	OKR AAP 2017	OKR AAP 2020
	Opportunity area wide - 8,468 homes	Opportunity area wide – 12,000 homes	Opportunity area wide - 13,658 homes	Opportunity area wide - 20,000 homes	2,420 homes	2,200 homes	1,955 homes

Site allocation: OKR4 107 Dunton Road (Tesco and Car Park) and Southernwood Retail Park (NSP54)

Alternatives considered

The capacity for this site was considered in the OKR Place Making Study 2016 (Allies and Morrison). The study considered high, medium and low options for development based on a Bakerloo Line (2 station, high density scenario) option, a Bakerloo Line (1 or 2 stations, medium scenario) and a no Bakerloo Line extension option (low scenario). This was based on indicative massing. The medium scenario indicated a potential total capacity of 13,658 units and the low option indicated 8,468 units. The Old Kent Road AAP Integrated Impact Assessment explains these options in more detail. The London Plan designates the Old Kent Road Opportunity Area for 12,000 homes and 5,000 jobs. As a result of the detailed masterplan and preparation of the AAP we have increased this to 20,000 homes and 10,000 jobs over 20 years. This high option was considered the most appropriate option with up to 20,000 homes across the opportunity area, significantly exceeding the target set out by the regional plan.

The Bakerloo Line extension has not yet been confirmed therefore the Council has agreed with the Mayor around 9,500 homes could come forward prior to the confirmation of the BLE (Phase 1) across the whole opportunity area. The remaining 10,500 homes would be delivered in Phase 2 (upon letting of the construction contract for the BLE). The phasing plan shows which parts of NSP56 (OKR4) would fall within Phase 1 and Phase 2 (these are subject to review as we monitor actual delivery rates).

The first draft OKR AAP (2016) indicated this site could have a capacity for 1,055 new homes. In preparing the next draft of the AAP (2017) further urban design work was undertaken which resulted in a more detailed masterplan and capacity modelling for specific site allocations in the AAP and this capacity increased to 1,240.

Since the AAP was published, a planning application have been submitted and approved subject to s106 agreement on the Phase 1 part of this site (Southernwood Retail Park). Current approvals are 724 homes. There is currently ongoing discussions between the Council and the developer for the Tesco site which indicate that there is a potential for a further 882 homes.

It is currently estimated the site could deliver up to 1,600 homes based on current approvals on the site and masterplanning work undertaken by Macreanor Lavington. This site is required for one of the stations for the Bakerloo Line Extension. The masterplan shows two options for the relocation of Tesco either on OKR3 or OKR4 to accommodate the delivery of the BLE station. The masterplan shows a new civic space and the site will be a key part of the town centre with the BLE station. Additional parkspace is also incorporated onto the car park site opposite Tesco.

The following constraints were considered when masterplanning for this site. The impacts have been fully analysed in the Old Kent Road AAP evidence base:

- The site is in close proximity of the Grade II listed Former Fire Station.
- The site is in close proximity to the Cobourg Road Conservation Area.
- Part of the site lies within the Background Assessment Area of LVMF view 23.1A from the centre of bridge over the Serpentine to the Palace of Westminster.
- Part of the site lies within the Borough View of St Paul's Cathedral from Nunhead Cemetery.
- The site benefits from Tier 1 APA (Archaeological Priority Area) designation. Located in APA1 – North Southwark and Roman Roads.
- The site is opposite the entrance to Burgess Park.

Options considered summary	Low option	London Plan Option	Medium option	High option	OKR AAP 2016	OKR AAP 2017	OKR AAP 2020
	Opportunity area wide - 8,468 homes	Opportunity area wide – 12,000 homes	Opportunity area wide - 13,658 homes	Opportunity area wide - 20,000 homes	1,055 homes	1,240 homes	1,600 homes

Site allocation: OKR5 Salisbury Estate Car Park (NSP57)

Alternatives considered

The capacity for this site was considered in the OKR Place Making Study 2016 (Allies and Morrison). The study considered high, medium and low options for development based on a Bakerloo Line (2 station, high density scenario) option, a Bakerloo Line (1 or 2 stations, medium scenario) and a no Bakerloo Line extension option (low scenario). This was based on indicative massing. The medium scenario indicated a potential total capacity of 13,658 units and the low option indicated 8,468 units. The Old Kent Road AAP Integrated Impact Assessment explains these options in more detail. The London Plan designates the Old Kent Road Opportunity Area for 12,000 homes and 5,000 jobs. As a result of the detailed masterplan and preparation of the AAP we have increased this to 20,000 homes and 10,000 jobs over 20 years. This high option was considered the most appropriate option with up to 20,000 homes across the opportunity area, significantly exceeding the target set out by the regional plan.

The Bakerloo Line extension has not yet been confirmed therefore the Council has agreed with the Mayor around 9,500 homes could come forward prior to the confirmation of the BLE (Phase 1) across the whole opportunity area. The remaining 10,500 homes would be delivered in Phase 2 (upon letting of the construction contract for the BLE).

The first draft OKR AAP (2016) indicated this site could have a capacity for 28 new homes.

Since the AAP was published, an application has come forward and been approved for 26 new homes on the site (19/AP/1506). This reflects a slightly lower but not significant change from the potential capacity consistent with the high option scenario and the tall buildings and density strategy developed in the OKR AAP. As the capacity has been tested by planning applications, this capacity represents the optimum use of the site without having a detrimental impact on heritage assets and protected views.

The following constraints were considered when determining the application:

- The sites is adjacent to Grade II listed Lady Margaret Church.
- The site lies within the Background Assessment Area of LVMF view 23.1A from the centre of bridge over the Serpentine to the Palace of Westminster and LVMF view 1A.2 Alexandra Palace viewing terrace to St Paul's Cathedral.

Options considered summary	Low option	London Plan Option	Medium option	High option	OKR AAP 2016	OKR AAP 2017	OKR AAP 2020
	Opportunity area wide - 8,468 homes	Opportunity area wide – 12,000 homes	Opportunity area wide - 13,658 homes	Opportunity area wide - 20,000 homes	28 homes	28 homes	26 homes

Site allocation: OKR6 96-120 Old Kent Road (Lidl store) (NSP58)

Alternatives considered

The capacity for this site was considered in the OKR Place Making Study 2016 (Allies and Morrison). The study considered high, medium and low options for development based on a Bakerloo Line (2 station, high density scenario) option, a Bakerloo Line (1 or 2 stations, medium scenario) and a no Bakerloo Line extension option (low scenario). This was based on indicative massing. The medium scenario indicated a potential total capacity of 13,658 units and the low option indicated 8,468 units. The Old Kent Road AAP Integrated Impact Assessment explains these options in more detail. The London Plan designates the Old Kent Road Opportunity Area for 12,000 homes and 5,000 jobs. As a result of the detailed masterplan and preparation of the AAP we have increased this to 20,000 homes and 10,000 jobs over 20 years. This high option was considered the most appropriate option with up to 20,000 homes across the opportunity area, significantly exceeding the target set out by the regional plan.

The Bakerloo Line extension has not yet been confirmed therefore the Council has agreed with the Mayor around 9,500 homes could come forward prior to the confirmation of the BLE (Phase 1) across the whole opportunity area. The remaining 10,500 homes would be delivered in Phase 2 (upon letting of the construction contract for the BLE). The phasing plan shows that NSP58 (OKR6) is expected to come forward within Phase 1 (these are subject to review as we monitor actual delivery rates).

The first draft OKR AAP (2016) indicated this site could have a capacity for 115 new homes. The site boundary has been expanded in the NSP and AAP and the capacity has now been increased to 180. A 3 storey Victorian building which faces the street is identified as building of architectural and historic merit. There is currently no planning permission or pending applications for this site. Any higher options would need to consider existing character, townscape, heritage assets, protected views and the archaeological priority area. A lower option may not optimise the use of the site.

The following constraints were also considered for this site:

- The site benefits from Tier 1 APA (Archaeological Priority Area) designation. Located in APA1 – North Southwark and Roman Roads.
- The site lies within the Background Assessment Area of LVMF view 23.1A from the centre of bridge over the Serpentine to the Palace of Westminster.
- The site falls within the Borough View of St Paul’s Cathedral from One Tree Hill.

Options considered summary	Low option	London Plan Option	Medium option	High option	OKR AAP 2016	OKR AAP 2017	OKR AAP 2020
	Opportunity area wide - 8,468 homes	Opportunity area wide – 12,000 homes	Opportunity area wide - 13,658 homes	Opportunity area wide - 20,000 homes	115 homes	140 homes	180 homes

Site allocation: OKR7 Former petrol filling station, 233-247 Old Kent Road (NSP59)

Alternatives considered

The capacity for this site was considered in the OKR Place Making Study 2016 (Allies and Morrison). The study considered high, medium and low options for development based on a Bakerloo Line (2 station, high density scenario) option, a Bakerloo Line (1 or 2 stations, medium scenario) and a no Bakerloo Line extension option (low scenario). This was based on indicative massing. The medium scenario indicated a potential total capacity of 13,658 units and the low option indicated 8,468 units. The Old Kent Road AAP Integrated Impact Assessment explains these options in more detail. The London Plan designates the Old Kent Road Opportunity Area for 12,000 homes and 5,000 jobs. As a result of the detailed masterplan and preparation of the AAP we have increased this to 20,000 homes and 10,000 jobs over 20 years. This high option was considered the most appropriate option with up to 20,000 homes across the opportunity area, significantly exceeding the target set out by the regional plan.

The Bakerloo Line extension has not yet been confirmed therefore the Council has agreed with the Mayor around 9,500 homes could come forward prior to the confirmation of the BLE (Phase 1) across the whole opportunity area. The remaining 10,500 homes would be delivered in Phase 2 (upon letting of the construction contract for the BLE). The phasing plan shows that NSP59 (OKR7) would fall within Phase 1 as the site is currently under construction.

The first draft OKR AAP (2016) indicated this site could have a capacity for 30 new homes. Since the AAP was published, a planning application, 18/AP/0928, has been submitted and approved on the Phase 1 part of this site, and is now under construction which will deliver 24 homes by 2021. As the capacity has been tested by planning applications, this capacity represents the optimum use of the site.

Options considered summary	Low option	London Plan Option	Medium option	High option	OKR AAP 2016	OKR AAP 2017	OKR AAP 2020
	Opportunity area wide - 8,468 homes	Opportunity area wide – 12,000 homes	Opportunity area wide - 13,658 homes	Opportunity area wide - 20,000 homes	30 homes	24 homes	24 homes

Site allocation: OKR8 Kinglake Street Garages (NSP60)

Alternatives considered

The capacity for this site was considered in the OKR Place Making Study 2016 (Allies and Morrison). The study considered high, medium and low options for development based on a Bakerloo Line (2 station, high density scenario) option, a Bakerloo Line (1 or 2 stations, medium scenario) and a no Bakerloo Line extension option (low scenario). This was based on indicative massing. The medium scenario indicated a potential total capacity of 13,658 units and the low option indicated 8,468 units. The Old Kent Road AAP Integrated Impact Assessment explains these options in more detail. The London Plan designates the Old Kent Road Opportunity Area for 12,000 homes and 5,000 jobs. As a result of the detailed masterplan and preparation of the AAP we have increased this to 20,000 homes and 10,000 jobs over 20 years. This high option was considered the most appropriate option with up to 20,000 homes across the opportunity area, significantly exceeding the target set out by the regional plan.

The Bakerloo Line extension has not yet been confirmed therefore the Council has agreed with the Mayor around 9,500 homes could come forward prior to the confirmation of the BLE (Phase 1) across the whole opportunity area. The remaining 10,500 homes would be delivered in Phase 2 (upon letting of the construction contract for the BLE). The phasing plan shows that NSP60 (OKR8) would deliver within Phase 1 as the site is currently under construction.

The first draft OKR AAP (2016) indicated this site could have a capacity for 22 new homes. Since the AAP was published, a planning application has been submitted and approved, and is now under construction which will deliver 21 homes by 2023. As the capacity has been tested by planning applications, this capacity represents the optimum use of the site.

Options considered summary	Low option	London Plan Option	Medium option	High option	OKR AAP 2016	OKR AAP 2017	OKR AAP 2020
	Opportunity area wide - 8,468 homes	Opportunity area wide – 12,000 homes	Opportunity area wide - 13,658 homes	Opportunity area wide - 20,000 homes	22 homes	22 homes	21 homes

Site allocation: OKR9 4/12 Albany Road (NSP61)

Alternatives considered

The capacity for this site was considered in the OKR Place Making Study 2016 (Allies and Morrison). The study considered high, medium and low options for development based on a Bakerloo Line (2 station, high density scenario) option, a Bakerloo Line (1 or 2 stations, medium scenario) and a no Bakerloo Line extension option (low scenario). This was based on indicative massing. The Old Kent Road AAP Integrated Impact Assessment explains these options in more detail. The medium scenario indicated a potential total capacity of 13,658 units and the low option indicated 8,468 units. The Old Kent Road AAP Integrated Impact Assessment explains these options in more detail. The London Plan designates OKR OA for 12,000 homes and 5,000 jobs and as a result of the detailed masterplan and preparation of the AAP we have increased this to 20,000 homes and 10,000 jobs over 20 years. The high option was considered the most appropriate option with up to 20,000 homes across the opportunity area, significantly exceeding the target set out by the regional plan.

The Bakerloo Line extension has not yet been confirmed therefore the Council has agreed with the Mayor around 9,500 homes could come forward prior to the confirmation of the BLE (Phase 1) across the whole opportunity area. The remaining 10,500 homes would be delivered in Phase 2 (upon letting of the construction contract for the BLE). The phasing plan shows that NSP61 (OKR9) is expected to come forward in Phase 2 (these are subject to review as we monitor actual delivery rates).

The first draft OKR AAP (2016) indicated this site could have a capacity for 24 new homes. There is currently no planning permission or pending application for this site. Any higher options would need to consider existing character, townscape, heritage assets, protected views and the archaeological priority area. A lower option may not optimise the use of the site.

The following site constraints must be considered by any application for redevelopment of this site:

- The site is in close proximity of the Grade II listed former Fire Station on Shorncliffe Road. The unlisted Thomas A. Beckett Pub adjacent to the site is of architectural and historic interest.
- The site benefits from Tier 1 APA (Archaeological Priority Area) designation. Located in APA1 – North Southwark and Roman Roads.
- The site lies within the Borough View of St Paul’s Cathedral from Nunhead Cemetery.

Options considered summary	Low option	London Plan Option	Medium option	High option	OKR AAP 2016	OKR AAP 2017	OKR AAP 2020
	Opportunity area wide - 8,468 homes	Opportunity area wide – 12,000 homes	Opportunity area wide - 13,658 homes	Opportunity area wide - 20,000 homes	24 homes	24 homes	24 homes

Site allocation: OKR10 Land bounded by Glengall Road, Latona Road and Cantium Retail Park (NSP63)

Alternatives considered

The capacity for this site was considered in the OKR Place Making Study 2016 (Allies and Morrison). The study considered high, medium and low options for development based on a Bakerloo Line (2 station, high density scenario) option, a Bakerloo Line (1 or 2 stations, medium scenario) and a no Bakerloo Line extension option (low scenario). This was based on indicative massing. The Old Kent Road AAP Integrated Impact Assessment explains these options in more detail. The medium scenario indicated a potential total capacity of 13,658 units and the low option indicated 8,468 units. The Old Kent Road AAP Integrated Impact Assessment explains these options in more detail. The London Plan designates OKR OA for 12,000 homes and 5,000 jobs and as a result of the detailed masterplan and preparation of the AAP we have increased this to 20,000 homes and 10,000 jobs over 20 years. The high option was considered the most appropriate option with up to 20,000 homes across the opportunity area, significantly exceeding the target set out by the regional plan.

The first draft OKR AAP (2016) indicated this site could have a capacity for 3,170 new homes. In preparing the next draft of the AAP (2017) further urban design work was undertaken which resulted in a more detailed masterplan and capacity modelling for specific site allocations in the AAP. The Cantium Retail Park Local Development Study 2018 (Patel Taylor) provided further testing and modelling. This ongoing work informed the capacity in the second draft OKR AAP (2017) which indicated this site could have a capacity for 4,200 homes.

The Bakerloo Line extension has not yet been confirmed therefore the Council has agreed with the Mayor around 9,500 homes could come forward prior to the confirmation of the BLE (Phase 1) across the whole opportunity area. The remaining 10,500 homes would be delivered in Phase 2 (upon letting of the construction contract for the BLE). The phasing plan shows which parts of NSP63 (OKR10) would fall within Phase 1 and Phase 2 (these are subject to review as we monitor actual delivery rates).

Since the AAP was published, numerous planning applications have been submitted and approved on the Phase 1 part of this site. Current approvals are 3,368 homes and live applications are a further 71 homes (3,439 total). This leaves a remaining capacity of 1,361 homes on the site. These reflect the potential capacity consistent with the high option scenario and the tall buildings and density strategy developed in the OKR AAP.

It is currently estimated the site could deliver 4,800 homes consistent with the masterplan and the high option. Non-residential floorspace figures may also be revised however these are likely to be the same or higher than the existing masterplan figures which are summarised in Appendix 1 of the NSP Industrial Background Paper. The masterplan has changed to accommodate a new park at the council owned site at Frensham Street depot, which will be delivered adjacent to the Surrey Canal linear park planned through the site. More open space has been accommodated in pocket parks throughout the site. Two buildings of historic merit will also be retained on the park and transformed into community, youth or café spaces. A stand alone industrial building is planned for at the Shurgard site which increases industrial capacity. Part of the site to the west of Ossory Road has been designated as LSIS.

The following constraints have been considered when masterplanning for the site. The impacts have been fully analysed in the Old Kent Road AAP evidence base:

- The site includes the Grade II listed mural depicting the history of Old Kent Road and is in proximity of Grade II listed buildings on Glengall Road. The site contains buildings and features of townscape merit and two chimneys of historic interest.
- The site is within the setting of the Glengall Road Conservation Area
- The western part of the site lies within the Borough View of St Paul's Cathedral from One Tree Hill.

- The site benefits from Tier 1 APA (Archaeological Priority Area) designation. Located in APA1 – North Southwark and Roman Roads.							
Options considered summary	Low option	London Plan Option	Medium option	High option	OKR AAP 2016	OKR AAP 2017	OKR AAP 2020
	Opportunity area wide - 8,468 homes	Opportunity area wide – 12,000 homes	Opportunity area wide - 13,658 homes	Opportunity area wide - 20,000 homes	3,170 homes	4,200 homes	4,800 homes

Site allocation: OKR11 Marlborough Grove and St James's Road (NSP64)

Alternatives considered

The capacity for this site was considered in the OKR Place Making Study 2016 (Allies and Morrison). The study considered high, medium and low options for development based on a Bakerloo Line (2 station, high density scenario) option, a Bakerloo Line (1 or 2 stations, medium scenario) and a no Bakerloo Line extension option (low scenario). This was based on indicative massing. The Old Kent Road AAP Integrated Impact Assessment explains these options in more detail. The medium scenario indicated a potential total capacity of 13,658 units and the low option indicated 8,468 units. The Old Kent Road AAP Integrated Impact Assessment explains these options in more detail. The London Plan designates OKR OA for 12,000 homes and 5,000 jobs and as a result of the detailed masterplan and preparation of the AAP we have increased this to 20,000 homes and 10,000 jobs over 20 years. The high option was considered the most appropriate option with up to 20,000 homes across the opportunity area, significantly exceeding the target set out by the regional plan.

The Bakerloo Line extension has not yet been confirmed therefore the Council has agreed with the Mayor around 9,500 homes could come forward prior to the confirmation of the BLE (Phase 1) across the whole opportunity area. The remaining 10,500 homes would be delivered in Phase 2 (upon letting of the construction contract for the BLE). The phasing plan shows which parts of NSP64 (OKR11) would fall within Phase 1 and Phase 2 (these are subject to review as we monitor actual delivery rates).

The first draft OKR AAP (2016) indicated this site could have a capacity for 1,095 new homes. In preparing the next draft of the AAP (2017) further urban design work was undertaken which resulted in a more detailed masterplan and capacity modelling for specific site allocations in the AAP.

Since the AAP was published, a planning application has been submitted and approved subject to s106 agreement on the Phase 1 part of this site. Current approvals are equivalent to 100 homes (student housing) and live applications are for a further 15 homes. Further masterplanning for the AAP 2020 shows the site could accommodate up to 1,200 homes. The council has had pre-application discussions with Royal London Mutual Insurance, the owner of the largest site in the allocation, the Six Bridges Estate, and the revised masterplan incorporates a re-provision of circa 11,000sqm of warehousing and distribution space which is a particular priority of RLMI. The masterplan has been adjusted slightly reconfiguring some of the proposed masterplan buildings and retained buildings along St James' Road. The masterplan also shows 0.19ha of open space. This is consistent with the high option. Non-residential floorspace figures may also be revised however these are likely to be the same or higher than the existing masterplan figures which are summarised in Appendix 1 of the NSP Industrial Background Paper.

Options considered summary	Low option	London Plan Option	Medium option	High option	OKR AAP 2016	OKR AAP 2017	OKR AAP 2020
	Opportunity area wide - 8,468 homes	Opportunity area wide – 12,000 homes	Opportunity area wide - 13,658 homes	Opportunity area wide - 20,000 homes	1,095 homes	1,012 homes	1,200 homes

Site allocation: OKR12 Former Southern Railway Stables (NSP62)

Alternatives considered

The capacity for this site was considered in the OKR Place Making Study 2016 (Allies and Morrison). The study considered high, medium and low options for development based on a Bakerloo Line (2 station, high density scenario) option, a Bakerloo Line (1 or 2 stations, medium scenario) and a no Bakerloo Line extension option (low scenario). This was based on indicative massing. The Old Kent Road AAP Integrated Impact Assessment explains these options in more detail. The medium scenario indicated a potential total capacity of 13,658 units and the low option indicated 8,468 units. The Old Kent Road AAP Integrated Impact Assessment explains these options in more detail. The London Plan designates OKR OA for 12,000 homes and 5,000 jobs and as a result of the detailed masterplan and preparation of the AAP we have increased this to 20,000 homes and 10,000 jobs over 20 years. The high option was considered the most appropriate option with up to 20,000 homes across the opportunity area, significantly exceeding the target set out by the regional plan.

The Bakerloo Line extension has not yet been confirmed therefore the Council has agreed with the Mayor around 9,500 homes could come forward prior to the confirmation of the BLE (Phase 1) across the whole opportunity area. The remaining 10,500 homes would be delivered in Phase 2 (upon letting of the construction contract for the BLE). The phasing plan shows that NSP62 (OKR12) is expected to come forward in Phase 1 (these are subject to review as we monitor actual delivery rates).

A feasibility study was undertaken by Makower Architects in 2018 which indicated the site could allocate 103 homes and 765m² of workspace suitable for B class employment uses. The site is expected to come forward as one holding for redevelopment. The masterplan for the site has been updated in 2020 however it is still estimated the site could deliver up to 103 homes consistent with the high option. The revised masterplan reconfigures the proposed buildings taking account of consultation with residents at the adjacent Stephenson Crescent as well as retaining part of the historic buildings at the stables and the forge, and making the currently designated but inaccessible public open space (horse paddock and exercise) into an accessible park or allotment space for the community (0.08ha open space).

The following constraints have been considered when masterplanning for the site. The impacts have been fully analysed in the Old Kent Road AAP evidence base:

- The unlisted former Southern Railway Stables, horse hospital and the forge are identified as buildings of architectural and historic interest and are subject to an Article 4 Direction.
- The site benefits from Tier 1 APA (Archaeological Priority Area) designation. Located in APA1 – North Southwark and Roman Roads.
- The site includes land designated as other open space but is not currently accessible.

Options considered summary	Low option	London Plan Option	Medium option	High option	OKR AAP 2016	OKR AAP 2017	OKR AAP 2020
	Opportunity area wide - 8,468 homes	Opportunity area wide – 12,000 homes	Opportunity area wide - 13,658 homes	Opportunity area wide - 20,000 homes	n/a	119 homes	103 homes

Site allocation: OKR13 Sandgate Street and Verney Road (NSP65)

Alternatives considered

The capacity for this site was considered in the OKR Place Making Study 2016 (Allies and Morrison). The study considered high, medium and low options for development based on a Bakerloo Line (2 station, high density scenario) option, a Bakerloo Line (1 or 2 stations, medium scenario) and a no Bakerloo Line extension option (low scenario). This was based on indicative massing. The Old Kent Road AAP Integrated Impact Assessment explains these options in more detail. The medium scenario indicated a potential total capacity of 13,658 units and the low option indicated 8,468 units. The Old Kent Road AAP Integrated Impact Assessment explains these options in more detail. The London Plan designates OKR OA for 12,000 homes and 5,000 jobs and as a result of the detailed masterplan and preparation of the AAP we have increased this to 20,000 homes and 10,000 jobs over 20 years. The high option was considered the most appropriate option with up to 20,000 homes across the opportunity area, significantly exceeding the target set out by the regional plan.

The Bakerloo Line extension has not yet been confirmed therefore the Council has agreed with the Mayor around 9,500 homes could come forward prior to the confirmation of the BLE (Phase 1) across the whole opportunity area. The remaining 10,500 homes would be delivered in Phase 2 (upon letting of the construction contract for the BLE). The phasing plan shows which parts of NSP65 (OKR13) would fall within Phase 1 and Phase 2 (these are subject to review as we monitor actual delivery rates).

The first draft OKR AAP (2016) indicated this site could have a capacity for 3045 new homes. The site boundary was smaller at OKR13 and larger at the adjacent site OKR18 in 2016. In preparing the next draft of the AAP (2017) further urban design work was undertaken which resulted in a more detailed masterplan and capacity modelling for specific site allocations in the AAP. A feasibility study by Stitch Architects in 2018 indicated a capacity of 3754 new homes for the site.

Since the AAP was published, numerous planning applications have been submitted and approved on the Phase 1 part of this site. At 2 Varcoe Road a scheme for 74 homes is under construction and current approvals are 1,863 homes. Live applications indicate a further 146 homes, bringing a total of 2083 currently in planning homes to be delivered in Phase 1 of the site. These reflect the potential capacity consistent with the high option scenario and the tall buildings and density strategy developed in the OKR AAP. Further masterplanning work to support the AAP indicates the site could accommodate up to 5,300 homes. Non-residential floorspace figures may also be revised however these are likely to be the same or higher than the existing masterplan figures which are summarised in Appendix 1 of the NSP Industrial Background Paper. This is consistent with the high option. Revised masterplanning has looked carefully at how this site could be delivered in respect of different land ownerships. It is proposed to move the linear park alignment from the centre of the site to partially close Verney Road ensuring vehicle access to be phased for existing residents and businesses whilst the park is constructed. A new park space has been created to the rear of the Canal Grove cottages which would link with the linear park and the retained mature trees at the rear of the gardens. Regarding the gasworks, the land is part owned by Southwark, National Grid and a developer, Avanton who have acquired the SGN interest, which includes the listed gasholder. All three landowners will contribute land to form a park of 1.37ha. Pre-application discussions have been held with Avanton, who envisage refurbishing the gasholder, potentially incorporating a lido and gifting it to the council alongside a landscaped open space. There is a stand alone industrial building shown on the masterplan in the place of gasholder 10 which was dismantled in 2019. The site is currently let to National Grid, although freeholder SGN anticipate it will become available for development post 2026. To the east of the proposed park, the land is owned by the council and the Rich Group. The mixed use development envisaged on this site reflects a pre-application proposed made by the Rich Group. The following constraints have been considered when masterplanning for the site. The impacts have been fully analysed in the Old Kent

Road AAP evidence base:

- The site includes the Grade II listed mural depicting the history of Old Kent Road and is in proximity of Grade II listed buildings on Glengall Road.
- The site contains buildings and features of townscape merit and two chimneys of historic interest.
- The site is within the setting of the Glengall Road Conservation Area.
- The western part of the site lies within the Borough View of St Paul's Cathedral from One Tree Hill.
- The site benefits from Tier 1 APA (Archaeological Priority Area) designation. Located in APA1 – North Southwark and Roman Roads.
- The site is in proximity to Burgess Park and Surrey Canal (designated Metropolitan Open Land)

Options considered summary	Low option	London Plan Option	Medium option	High option	OKR AAP 2016	OKR AAP 2017	OKR AAP 2020
	Opportunity area wide - 8,468 homes	Opportunity area wide – 12,000 homes	Opportunity area wide - 13,658 homes	Opportunity area wide - 20,000 homes	3,045 homes	3,680 homes	5,300 homes

Site allocation: OKR14 634 – 636 Old Kent Road (NSP70)

Alternatives considered

The capacity for this site was considered in the OKR Place Making Study 2016 (Allies and Morrison). The study considered high, medium and low options for development based on a Bakerloo Line (2 station, high density scenario) option, a Bakerloo Line (1 or 2 stations, medium scenario) and a no Bakerloo Line extension option (low scenario). This was based on indicative massing. The Old Kent Road AAP Integrated Impact Assessment explains these options in more detail. The medium scenario indicated a potential total capacity of 13,658 units and the low option indicated 8,468 units. The Old Kent Road AAP Integrated Impact Assessment explains these options in more detail. The London Plan designates OKR OA for 12,000 homes and 5,000 jobs and as a result of the detailed masterplan and preparation of the AAP we have increased this to 20,000 homes and 10,000 jobs over 20 years. The high option was considered the most appropriate option with up to 20,000 homes across the opportunity area, significantly exceeding the target set out by the regional plan.

The Bakerloo Line extension has not yet been confirmed therefore the Council has agreed with the Mayor around 9,500 homes could come forward prior to the confirmation of the BLE (Phase 1) across the whole opportunity area. The remaining 10,500 homes would be delivered in Phase 2 (upon letting of the construction contract for the BLE). The phasing plan shows that NSP70 (OKR14) would be delivered within Phase 1.

The first draft OKR AAP (2016) indicated this site could have a capacity for 22 new homes. A planning application, 17/AP/1646, came forward in 2017 indicating a capacity of 42 homes. This has been approved and is currently under construction, due to be completed by 2023. As the capacity has been tested by a planning application, this capacity represents the optimum use of the site.

The following constraints were considered when determining the application:

- The site benefits from Tier 1 APA (Archaeological Priority Area) designation. Located in APA1 – North Southwark and Roman Roads.

Options considered summary	Low option	London Plan Option	Medium option	High option	OKR AAP 2016	OKR AAP 2017	OKR AAP 2020
	Opportunity area wide - 8,468 homes	Opportunity area wide – 12,000 homes	Opportunity area wide - 13,658 homes	Opportunity area wide - 20,000 homes	22 homes	42 homes	42 homes

Site allocation: OKR15 684-698 Old Kent Road (Kwikfit Garage) (NSP69)

Alternatives considered

The capacity for this site was considered in the OKR Place Making Study 2016 (Allies and Morrison). The study considered high, medium and low options for development based on a Bakerloo Line (2 station, high density scenario) option, a Bakerloo Line (1 or 2 stations, medium scenario) and a no Bakerloo Line extension option (low scenario). This was based on indicative massing. The Old Kent Road AAP Integrated Impact Assessment explains these options in more detail. The medium scenario indicated a potential total capacity of 13,658 units and the low option indicated 8,468 units. The Old Kent Road AAP Integrated Impact Assessment explains these options in more detail. The London Plan designates OKR OA for 12,000 homes and 5,000 jobs and as a result of the detailed masterplan and preparation of the AAP we have increased this to 20,000 homes and 10,000 jobs over 20 years. The high option was considered the most appropriate option with up to 20,000 homes across the opportunity area, significantly exceeding the target set out by the regional plan.

The Bakerloo Line extension has not yet been confirmed therefore the Council has agreed with the Mayor around 9,500 homes could come forward prior to the confirmation of the BLE (Phase 1) across the whole opportunity area. The remaining 10,500 homes would be delivered in Phase 2 (upon letting of the construction contract for the BLE). The phasing plan shows which parts of NSP69 (OKR15) would come forward in Phase 2 (these are subject to review as we monitor actual delivery rates).

The first draft OKR AAP (2016) indicated this site could have a capacity for 70 new homes. The AAP (2017) revised this to 65 homes. There is currently no planning permission or pending applications for this site. Any higher options would need to consider existing character, townscape, heritage assets, protected views and the archaeological priority area. A lower option may not optimise the use of the site.

The following site constraints must be considered by any application for redevelopment of this site:

- The site is adjacent to the Grade II listed Camberwell Public Library and Livesey Museum.
- The site benefits from Tier 1 APA (Archaeological Priority Area) designation. Located in APA1 – North Southwark and Roman Roads.

Options considered summary	Low option	London Plan Option	Medium option	High option	OKR AAP 2016	OKR AAP 2017	OKR AAP 2020
	Opportunity area wide - 8,468 homes	Opportunity area wide – 12,000 homes	Opportunity area wide - 13,658 homes	Opportunity area wide - 20,000 homes	70 homes	65 homes	65 homes

Site allocation: OKR16 Hatcham Road, Penarth Street and Ilderton Road (NSP67)

Alternatives considered

The capacity for this site was considered in the OKR Place Making Study 2016 (Allies and Morrison). The study considered high, medium and low options for development based on a Bakerloo Line (2 station, high density scenario) option, a Bakerloo Line (1 or 2 stations, medium scenario) and a no Bakerloo Line extension option (low scenario). This was based on indicative massing. The Old Kent Road AAP Integrated Impact Assessment explains these options in more detail. The medium scenario indicated a potential total capacity of 13,658 units and the low option indicated 8,468 units. The Old Kent Road AAP Integrated Impact Assessment explains these options in more detail. The London Plan designates OKR OA for 12,000 homes and 5,000 jobs and as a result of the detailed masterplan and preparation of the AAP we have increased this to 20,000 homes and 10,000 jobs over 20 years. The high option was considered the most appropriate option with up to 20,000 homes across the opportunity area, significantly exceeding the target set out by the regional plan.

The Bakerloo Line extension has not yet been confirmed therefore the Council has agreed with the Mayor around 9,500 homes could come forward prior to the confirmation of the BLE (Phase 1) across the whole opportunity area. The remaining 10,500 homes would be delivered in Phase 2 (upon letting of the construction contract for the BLE). The phasing plan shows which parts of NSP67 (OKR16) would fall within Phase 1 and Phase 2 (these are subject to review as we monitor actual delivery rates).

In the first draft OKR AAP (2016) this site was proposed as two allocations and indicated a combined capacity for 2310 new homes. In preparing the next draft of the AAP (2017) further urban design work was undertaken which resulted in a more detailed masterplan and capacity modelling for specific site allocations in the AAP. The site was brought forward as a single allocation indicating a capacity of 1460 new homes.

One application has been approved and built delivering 9 homes. Numerous other planning applications have been submitted and approved on the Phase 1 part of this site. There are three schemes which have been approved and are currently under construction which will deliver a total of 178 home. Current approvals are 701 homes. There is currently one pending application for a mixed use student housing scheme which, if approved, would deliver the equivalent of 141 homes. Several developers and landowners are in discussions with the Council about redevelopment of various parts of the site. Based on masterplanning work, it is expected that the site has the capacity for 2200 new homes. This reflects the potential capacity consistent with the high option scenario and the tall buildings and density strategy developed in the OKR AAP. LSIS has been introduced to the central section of the site. The masterplan identifies the new park, Pat Hickson Gardens and new open space to the north of Ilderton Road and revises the Hatcham Road park space at the centre of the site. The masterplan reflects servicing requirements for industrial mixed use development along Ilderton Road.

The following constraints have been considered when masterplanning for the site. The impacts have been fully analysed in the Old Kent Road AAP evidence base:

- The site contains some buildings of townscape merit and buildings of architectural and historic interest.
- The site benefits from Tier 1 APA (Archaeological Priority Area) designation. Located in APA1 – North Southwark and Roman Roads
- The site is in proximity to South Bermondsey Railway Embankments (Borough Open Land) at the north end of the site.

Options considered summary	Low option	London Plan Option	Medium option	High option	OKR AAP 2016	OKR AAP 2017	OKR AAP 2020
	Opportunity area wide - 8,468 homes	Opportunity area wide – 12,000 homes	Opportunity area wide - 13,658 homes	Opportunity area wide - 20,000 homes	1,285 and 1,025 homes (2,310)	1,460 homes	2,200 homes

Site allocation: OKR17 760 and 812 Old Kent Road (ToysRUs) and 840 Old Kent Road (Aldi) (NSP68)

Alternatives considered

The capacity for this site was considered in the OKR Place Making Study 2016 (Allies and Morrison). The study considered high, medium and low options for development based on a Bakerloo Line (2 station, high density scenario) option, a Bakerloo Line (1 or 2 stations, medium scenario) and a no Bakerloo Line extension option (low scenario). This was based on indicative massing. The Old Kent Road AAP Integrated Impact Assessment explains these options in more detail. The medium scenario indicated a potential total capacity of 13,658 units and the low option indicated 8,468 units. The Old Kent Road AAP Integrated Impact Assessment explains these options in more detail. The London Plan designates OKR OA for 12,000 homes and 5,000 jobs and as a result of the detailed masterplan and preparation of the AAP we have increased this to 20,000 homes and 10,000 jobs over 20 years. The high option was considered the most appropriate option with up to 20,000 homes across the opportunity area, significantly exceeding the target set out by the regional plan.

The Bakerloo Line extension has not yet been confirmed therefore the Council has agreed with the Mayor around 9,500 homes could come forward prior to the confirmation of the BLE (Phase 1) across the whole opportunity area. The remaining 10,500 homes would be delivered in Phase 2 (upon letting of the construction contract for the BLE). The phasing plan shows which parts of NSP68 (OKR17) would fall within Phase 1 and Phase 2 (these are subject to review as we monitor actual delivery rates).

In the first draft OKR AAP (2016) this site was proposed as two allocations and indicated a combined capacity for 740 new homes. In preparing the next draft of the AAP (2017) further urban design work was undertaken which resulted in a more detailed masterplan and capacity modelling for specific site allocations in the AAP. The site was brought forward as a single allocation indicating a capacity of 1700 new homes.

Since the AAP was published, a planning application has been submitted and approved subject to s106 agreement on the Phase 1 part of this site. Current approvals are 168 homes and live applications are a further 138 homes (Phase 2) (322 total). The site allocation capacity has been revised to a lower capacity of 1,000 units based on further masterplanning work. The capacity is consistent with the high option scenario and the tall buildings and density strategy developed in the OKR AAP.

The former Toysrus store site will be required for one of the new Bakerloo Line Extension stations. To help deliver the station the council is in the process of acquiring the site. The masterplan has revised the open space on the site from the rear of the buildings to the eventual location on the Aldi car park (0.09ha). The station entrance will be a generous public square and the masterplan shows the redesigned junction of Asylum Road with Old Kent Road.

The following constraints have also been considered for the site:

- The site is within proximity of the Grade II listed Licensed Victuallers Benevolent Institution (Caroline Gardens).
- The site is in close proximity of the Caroline Gardens Conservation Area
- The site benefits from Tier 1 APA (Archaeological Priority Area) designation. Located in APA1 – North Southwark and Roman Roads
- The site is in proximity to Brimington Park (Borough Open Land).

Options considered summary	Low option	London Plan Option	Medium option	High option	OKR AAP 2016	OKR AAP 2017	OKR AAP 2020
	Opportunity area wide - 8,468 homes	Opportunity area wide – 12,000 homes	Opportunity area wide - 13,658 homes	Opportunity area wide - 20,000 homes	590 homes and 150 homes (740)	1,700 homes	1,000 homes

Site allocation: OKR18 Devon Street and Sylvan Grove (NSP66)

Alternatives considered

The capacity for this site was considered in the OKR Place Making Study 2016 (Allies and Morrison). The study considered high, medium and low options for development based on a Bakerloo Line (2 station, high density scenario) option, a Bakerloo Line (1 or 2 stations, medium scenario) and a no Bakerloo Line extension option (low scenario). This was based on indicative massing. The Old Kent Road AAP Integrated Impact Assessment explains these options in more detail. The medium scenario indicated a potential total capacity of 13,658 units and the low option indicated 8,468 units. The Old Kent Road AAP Integrated Impact Assessment explains these options in more detail. The London Plan designates OKR OA for 12,000 homes and 5,000 jobs and as a result of the detailed masterplan and preparation of the AAP we have increased this to 20,000 homes and 10,000 jobs over 20 years. The high option was considered the most appropriate option with up to 20,000 homes across the opportunity area, significantly exceeding the target set out by the regional plan.

The Bakerloo Line extension has not yet been confirmed therefore the Council has agreed with the Mayor around 9,500 homes could come forward prior to the confirmation of the BLE (Phase 1) across the whole opportunity area. The remaining 10,500 homes would be delivered in Phase 2 (upon letting of the construction contract for the BLE). The phasing plan shows which parts of NSP66 (OKR18) would fall within Phase 1 and Phase 2 (these are subject to review as we monitor actual delivery rates).

The first draft OKR AAP (2016) indicated this site could have a capacity for 1,390 new homes. In preparing the next draft of the AAP (2017) further urban design work was undertaken which resulted in a more detailed masterplan and capacity modelling for specific site allocations in the AAP and indicated the capacity for this site at 740 homes.

Since the AAP was published, numerous planning applications have been submitted on the Phase 1 part of this site. An affordable housing development has been completed delivering 80 homes. Two applications have recently been approved providing a total of 784 homes. Since 2017 the council has acquired 727-733 Old Kent Road and 2-20 Devon Street (known as the Folgate Estate) and undertaken further masterplanning indicating a capacity for around 260 homes and commercial space. The site is also the subject of a Future High Street Fund application to MHCLG to help assemble a larger site and refurbish the frontage building to provide retail and commercial space. The adjacent Safestore ownership is also subject to pre-application proposals. There are no live applications pending for the allocation. Based on the current permissions and masterplanning work, including pocket parks, the site has the capacity for 1500 new homes. This reflects the capacity consistent with the high option scenario and the tall buildings and density strategy developed in the OKR AAP.

The following constraints have been considered when masterplanning for the site. The impacts have been fully analysed in the Old Kent Road AAP evidence base:

- The site contains buildings of townscape merit.
- The site is in proximity to the Caroline Gardens Conservation Area.
- The site benefits from Tier 1 APA (Archaeological Priority Area) designation. Located in APA1 – North Southwark and Roman Roads

Options considered summary	Low option	London Plan Option	Medium option	High option	OKR AAP 2016	OKR AAP 2017	OKR AAP 2020
	Opportunity area wide - 8,468 homes	Opportunity area wide – 12,000 homes	Opportunity area wide - 13,658 homes	Opportunity area wide - 20,000 homes	1,390 homes	740 homes	1,500 homes

DRAFT OLD KENT ROAD AAP/OAPF Integrated Impact Assessment Appendices

December 2020

No.	Title
Appendix 1	Strategic Directive Requirement
Appendix 2	Relevant Plans, Programmes and Strategies
Appendix 3	Baseline data – Facts and Figures
Appendix 4	Sustainability Appraisal Framework
Appendix 5	Assessment of the Strategy and Vision
Appendix 6	Assessment of the Development Management Policies
Appendix 7	Assessment of the Sub Areas and Site Allocations
Appendix 8	Monitoring indicators against sustainability objectives
Appendix 9	Baseline Indicators Table
Appendix 10	Options Testing
Appendix 11	Scoping Report Consultation Summary and link to OKR AAP Scoping Report
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Appendix 13	Mental Well-being Impact Assessment Screening
Appendix 14	OKR AAP References

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:

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

Later Life

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

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

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

- **Race and ethnicity**

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

- **Disability**

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

- **Other Population Groups- Travellers**

There are currently three traveller sites in the area. There is a need to think more widely than the opportunity area about how need for such sites can be met and the council is considering the preparation of a separate borough-wide local plan to address these issues.

Wider determinants of mental well-being affected

Mental health and well-being is also affected by the wider determinants of health such as education, housing and employment. The screening identified that the redevelopment had the potential to affect the impact that the following wider determinants of health:

- **Ease of access to high quality services**

Overall, the regeneration programme will be an opportunity to improve and increase the services and facilities in the Old Kent Road area, for example with the addition of schools and green space. The challenge will be ensuring the infrastructure is developed at the same time as the population numbers rise, to avoid any additional burden on existing services such as health and social care and a potential reduction in the quality of service provision.

- **Access to Quality Housing**

With the potential for the development of an additional 20,000 new homes participants felt that the planned regeneration was likely to impact positively on access to quality housing, however if 'affordable' homes are still not affordable to existing residents the impact could be negative.

- **Physical Environment**

Participants identified a key potential positive impact of the plan was its ability to both improve access to existing green space but also create new high quality spaces such as communal gardens, facilities for children's play and food growing. The potential negative was that growth will put additional on existing spaces such as Burgess Park. These will need improvement to help absorb the impact of growth

- **Economic Security**

The redevelopment is likely to increase the number of jobs in the area from 9,000 to 14,000. It is usual for developers to be contractually required to ensure a minimum of 25% of jobs to be allocated to local people. Participants thought that generally this was likely to have a positive impact. However there was a concern that longer-term some SMEs may be displaced due to rising rent costs. The AAP could mitigate this through provision of the right kind of space in new development.

- **Tackling Inequalities**

Tackling inequalities was a recurring theme. Participants felt that the impact could be both positive and negative depending on how much existing residents benefited from better, housing and employment opportunities. The housing stock will be mix tenure, which people thought potentially offers access to non-stigmatising housing.

- **Transport**

Participants thought that improved transport and transport infrastructure was potentially one of the biggest positive impacts of the redevelopment on people's wellbeing. Currently the area is very difficult to move around. The Bakerloo extension, segregated cycle lanes and improved access through the exiting retail/industrial sites and network of spaces is likely to increase access to services and resources for residents. However people, noted that this was a long-term gain and that in the short-term there was likely to be additional pressure as transport /transport links are disrupted by the physical redevelopment and the local population increases.

Protective factors affected

There are three main protective factors that are considered to promote and protect mental well-being, enhancing control, increasing resilience and community assets and facilitating participation and inclusion. Screening participants thought that plans for the redevelopment of the Old Kent had the potential impact on the following protective factors for local people:

Control

As discussed above population groups are likely to be affected differently and therefore the sense of control may vary from group to group. The consultation process itself emerged as an important protective factor, giving local people the opportunity to express their views on the regeneration programme and influence the decisions that will affect them. Participants felt that it was important that people believed that it was a genuine and transparent process. The fact the changes are happening incrementally and over a long period of time is also important, as it gives people time to make their own decisions about their future in the area. The redevelopment also provides the opportunity to develop housing targeted at the older generation, supporting their independence in later life. In terms of those groups who might be negatively affected, there is a risk that some businesses will experience a loss of control in the long term if they can no longer afford to stay in the area and residents living in private rented accommodation, if rents rise.

Resilience

At the individual level there's hope that the regeneration programme will build a sense of optimism amongst local residents, especially as they start to see the work progress. This is countered by a risk that people's sense of belonging and identification with the area will be impacted as the Old Kent Road changes and new people move into the area, especially amongst those who have lived in the area a long time. The regeneration will provide an opportunity to support healthier lifestyles, for example through the creation of green spaces, improved cycle access and walkways, and communal gardens for home food growing. People thought that in the short-term air quality was likely to drop due to additional road traffic and that this was likely to have a negative impact, unless mitigated.

At the community level, opportunities to make the area feel safer and to facilitate the creation of shared public spaces emerged very strongly. The creation of shared spaces e.g. communal gardens and housing developments has the potential to boost social networks and relationships, as would the increased provision of 'high street' shops as places for social

interaction, however further research would need to be done on the evidence around what works. The faith groups in the area already provide a strong support structure to many, so there is a need to protect and promote these. Finally, there's a need to ensure some of the new jobs are awarded locally – and the same for resources – to support a sustainable local economy.

Participation and inclusion

At the individual level, the consultation itself has provided local residents with an opportunity to participate in local decision-making. People's sense of belonging to the area also emerged as a key factor that could be impacted over the longer term although whether this will be more positive or negative isn't clear yet.

At the community level, there is a danger that the new affordable housing will be out of the price range of local residents – and the cost of participating therefore too high. In terms of ways to get involved, it emerged that there is currently a strong volunteering culture in the area, which the regeneration should protect and promote. Finally, there is an issue around community cohesion and a risk that this could be disrupted in the short-term as people express different opinion as part of the consultation and longer-term as the population grows and changes. Participants thought the area plan with a transparent process could help mediate some of these potential conflicts.

In summary a particular focus on older people, those facing the greatest inequalities, BME communities and people with disabilities identifying how to:

a) maximise the potential positive impacts:

- Ensure local people are able to access affordable homes created as part of the redevelopment
- Create access to high quality public spaces such as communal gardens and existing green space
- Increased employment and training opportunities for local people provide by the redevelopment
- Opportunities for local businesses to benefit from the regeneration, growing population and new business
- Improved local people's ability to move around the area through transport links, including cycle lanes and walk ways.
- Increase sense of safety through the built environment
- Ensure the consultation process increases people sense control and of being heard
- Consider how the plan creates hope and optimism for the future
- Increase opportunities for people to have social contact through creating and maximising spaces and opportunities for interaction
- Presence of strong faith based communities and churches

And

b) mitigate potential negative impacts:

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

- Ease potential short-term pressure on transport by working with TFL
- Short-term impact of building on air quality
- Impact of population rising faster than the capacity of local services such as health, education and transport can accommodate the greater numbers
- Changing population increases inequalities
- Local people feeling that they have no say or influence over the area plan and redevelopment

Outcome:

The screening process suggests that there are potential significant short-term and long-term impacts on the mental well-being of people living and working in the Old Kent Road. As such and the programme may benefit from more in-depth work with key stakeholder groups as part of a full MWIA process.

Appendix 1

1 FINDINGS FROM THE MWIA – SCREENING

Initial questions

Why do you want to look at the impact of the redevelopment of the Old Kent Road area on the mental well-being of the local people living and working in the area?

Is there an opportunity to influence or change anything about the ways people are working or supported?

Yes, the process of consulting the community about the area and the changes that would like to see has being going on for about a year plan. Have most of the information and are staring to work on the plan. The results of the MWIA can feed into this process.

2 Population groups Table 1 presents an assessment of impact on mental well-being for different population groups – these are clustered into groups that the evidence suggests are more vulnerable to poorer mental well-being.

30 - 40,000 live and work in the area another 20,000 homes will double that population

Table 1: MWIA Screening of the Impact of the redevelopment of the Old Kent Road area on the mental well-being of the local people living and working in the area.

Population group	Likely impact e.g. Positive (+ve) or Negative (-ve)
Early Years	<p>+ve: Long term there should be opportunities for:</p> <ul style="list-style-type: none"> • 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. <p>-ve: Possible negative impacts in the short term:</p> <ul style="list-style-type: none"> • 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.

<p>Adolescence</p>	<p>Scope to work with TfL to run extra bus services in the interim.</p> <p>+ve:</p> <ul style="list-style-type: none"> • 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 <p>-ve:</p> <ul style="list-style-type: none"> • If there are not enough facilities for young people to meet as their numbers increases with population increases • No negative impacts were identified.
<p>Later life</p>	<p>+ve:</p> <ul style="list-style-type: none"> • 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 <p>-ve:</p> <ul style="list-style-type: none"> • 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?
<p>Gender</p>	<p>Gender implications are unclear, although:</p> <ul style="list-style-type: none"> • 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. <p>-ve:</p> <ul style="list-style-type: none"> • In the short term, potential that stay at home parents could suffer from construction noise and this may affect more women than men.
<p>Race and ethnicity</p>	<p>There's an increasing presence of Latin American and East African/Middle Eastern businesses in the area, who have the potential to be affected. There's also a large number of African based faith churches as it's been a low cost</p>

	<p>area to rent premises in</p> <p>+ve:</p> <p>Short term:</p> <ul style="list-style-type: none"> • Redevelopment provides opportunity to boost business, given the additional housing. <p>Long term:</p> <ul style="list-style-type: none"> • Expectation that property prices in the area would rise, so those faith groups who own their own premises would be in an advantageous position. <p>-ve:</p> <p>Long term:</p> <ul style="list-style-type: none"> • 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.
<p>Socio-economic position (SEP)</p>	<p>People main fear is that new housing will increase inequality rather than decrease it. Affordable housing</p> <p>+ve:</p> <p>-ve:</p> <ul style="list-style-type: none"> • 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.
<p>Physical health</p>	<p>+ve:</p> <ul style="list-style-type: none"> • <p>-ve:</p> <ul style="list-style-type: none"> •
<p>Disability</p>	<p>+ve:</p> <p>Long term:</p> <ul style="list-style-type: none"> • Benefits will include improved transport links and accessibility. <p>-ve:</p> <p>Short term</p> <ul style="list-style-type: none"> • Potentially negative impacts in the form of disruption to travel routes e.g. temporary closure of footpaths while development takes place. • Sight impaired people will have to find new routes they're not familiar with.

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

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

Table 2: Wider determinants of health

WIDER DETERMINANTS (often at a socio-economic/environmental level)	Likely impact? Positive, negative or is it an indirect impact?
Access to quality Housing e.g. security, tenure, neighbourhood, social housing, shared ownership, affordable and appropriate	<p>Potential for another 20,000 homes</p> <p>+ve:</p> <ul style="list-style-type: none"> Overall, regeneration should increase access to good quality affordable and social housing. <p>-ve:</p> <ul style="list-style-type: none"> 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. <p>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.</p>
*Physical Environment e.g. access to green space, trees, natural woodland, open space, safe play space, quality of built environment	<p>+ve:</p> <ul style="list-style-type: none"> 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

Economic security e.g. access to secure employment (paid and unpaid), access to an adequate income, good working conditions, meaningful work and volunteering opportunities

Good quality food e.g. affordable, accessible

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

growing.

-ve:

- Increased pressure on spaces such as Burgess Park which is already very popular and well used.

+ve:

- Currently 9,000 jobs in the area, likely to increase to 14,000 as a result of the regeneration
- Will require developers to provide a certain amount of jobs (usually around 25%) and training to local people, both in construction and in the completed development
- Southwark Council has a Volunteering Strategy which a lot of the faith groups in the area are involved in. Opportunity for the redevelopment to support and maintain strong volunteering culture which already exists. There's a hope that more opportunities will arise from additional infrastructure.
- Some developers will want to rent premises out on an interim basis, which could create opportunities for local businesses and voluntary groups

-ve:

- Long term: Irrespective of the AAP, rents are rising which is impacting on SMEs. The AAP should try to mitigate these impacts.

+ve:

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

-ve:

-

+ve:

- There aren't a huge amount of leisure opportunities in the area at the moment, so potential to provide facilities.

-ve:

- Short term: regeneration could put pressure on existing services in the borough, until infrastructure is

Tackling inequalities e.g. addressing relative deprivation and poverty

developed.

+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 area 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.

Ease of access to high quality public services e.g. housing support, health and social care

***Access to Education** e.g. schooling, training, adult literacy, hobbies

Challenging discrimination e.g. racism, sexism, ageism, homophobia and discrimination related to disability, mental illness or faith

Other?

- 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.

+ve:

- Increasing number of GPs, which are attracting people to the area.

-ve:

- Potential Increased pressure on existing services in the short term

+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

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.

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		
<p>*A sense of control e.g. setting and pursuit of goals and ability to shape our circumstances</p>	<p>Peoples sense of control will be affected differently depending on who they are and how they are affected</p> <p>+ve:</p> <ul style="list-style-type: none"> • 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. <p>-ve:</p> <ul style="list-style-type: none"> • 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 	<p>Option of using planning policies to safeguard cheap space, which would help minimise the negative impact on businesses.</p>
<p>*Belief in own capabilities and self determination e.g. sense of purpose and meaning</p>	<p>+ve:</p> <ul style="list-style-type: none"> • 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 	

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

	discussions e.g. older people	
	-ve:	
	<ul style="list-style-type: none"> • 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	
	<ul style="list-style-type: none"> • Again, the consultation itself provides an opportunity for this. 	
	-ve:	
*Workplace job control e.g. participation in decision making , work-life balance	+ve	
	-ve:	
	<ul style="list-style-type: none"> • 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	
	<ul style="list-style-type: none"> • 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	The Action Plan won't directly impact this, however if there's a market you would expect organisations to respond.
	-ve:	
Other?	+ve	
	-ve:	

Table 4

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

Individual level	
<p>*Emotional well-being e.g. self esteem, self worth, confidence, hopefulness, optimism, life satisfaction, enjoyment and having fun</p>	<p>+ve</p> <ul style="list-style-type: none"> • 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. <p>-ve:</p> <ul style="list-style-type: none"> • 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
<p>*Ability to understand, think clearly and function socially e.g. problem solving, decision making, relationships with others, communication skills</p>	<p>None identified</p>
<p>Have beliefs and values e.g. spirituality, religious beliefs, cultural identity</p>	<p>+ve:</p> <ul style="list-style-type: none"> • This could have a positive impact if it fosters better social mixing <p>-ve:</p> <ul style="list-style-type: none"> • 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?
<p>*Learning and development e.g. formal and informal education and hobbies</p>	<p>+ve</p> <ul style="list-style-type: none"> • Development of primary and secondary schools • Training provided by developers/new employers <p>-ve:</p>
<p>Healthy lifestyle e.g. taking</p>	<p>+ve</p>

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?

Emotional support e.g. confiding relationships, provision of counselling support

Shared public spaces e.g. community centre, library, faith settings, café, parks, playgrounds, places to stop and chat

Sustainable local economy e.g. local skills and businesses being used to benefit local people, buying locally, using Time Banks

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

Other?

number of front doors of a lift area

- Opportunity to protect and support existing faith groups in the area.

Opportunities for places for people to stop and talk, e.g. communal gardens

+ve

- Opportunity to protect and promote existing support structures such as Tenant and Resident Associations, and faith groups. There is a chance the places where these groups meet will increase.

+ve

- Clear opportunity for the regeneration programme to support the creation of shared public spaces.

+ve

- Improved transport links.
- Increased number of jobs, a certain number of which developers will have to award to local people.

-ve:

- Danger small businesses could get displaced.
- Ensuring developers have to award a certain quota of jobs to local residents will help mitigate this.
- Developers will also have to secure a certain amount of their resources from local businesses.

+ve

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

+ve

-ve:

Table 5

Facilitating participation and promoting inclusion	Likely impact? Positive, negative or is it an indirect impact?	Comments or recommendations
Individual level		
<p>*Having a valued role e.g. volunteer, governor, carer</p>	<p>+ve</p> <ul style="list-style-type: none"> 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. <p>-ve:</p> <ul style="list-style-type: none"> If people don't feel like their views are being taken into account this could make them feel less valued. 	
<p>Sense of belonging e.g. connectedness to community, neighbourhood, family group, work team</p>	<p>+ve</p> <ul style="list-style-type: none"> 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. <p>-ve:</p> <ul style="list-style-type: none"> 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? 	<p>People have very different perceptions of whether they feel they belong to the area</p>
<p>*Feeling involved e.g. in the family, community, at work</p>	<p>+ve</p> <ul style="list-style-type: none"> Consultation should help ensure local people feel involved in the process and wider community. 	
Community /Organisation		

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

Cohesive communities e.g. mutual respect, bringing communities together

- Potential conflict arising from the different opinions expressed in the consultation, and those who emerge feeling they've been listened to and those who haven't, e.g. its all about business not local people.

+ve

- There are already a range of community assets to be built on, such as the extensive faith groups in the area.

-ve:

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

- Is there anything else that will bring people together?

5 Scale of impact and population

There are two more aspects to consider:

A) Scale of the impact on mental well-being

If known (or suspected) at this stage, what is the duration of the likely mental well-being impacts of your proposal?

Please tick (this could be more than one period of time)

Brief , Weeks , Months , **years**

B) Scale of the population whose mental well-being is impacted

What is the scale of the whole population that your proposal will impact upon?

A small part of the population

A majority of the population

The entire population

6 Having completed the screening assessment process the following sections will help determine what to do next.

Favouring further appraisal	Question	Not favouring further
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		appraisal
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.

DRAFT OLD KENT ROAD AAP/OAPF Integrated Impact Assessment Appendices

December 2020

No.	Title
Appendix 1	Strategic Directive Requirement
Appendix 2	Relevant Plans, Programmes and Strategies
Appendix 3	Baseline data – Facts and Figures
Appendix 4	Sustainability Appraisal Framework
Appendix 5	Assessment of the Strategy and Vision
Appendix 6	Assessment of the Development Management Policies
Appendix 7	Assessment of the Sub Areas and Site Allocations
Appendix 8	Monitoring indicators against sustainability objectives
Appendix 9	Baseline Indicators Table
Appendix 10	Options Testing
Appendix 11	Scoping Report Consultation Summary and link to OKR AAP Scoping Report
Appendix 12	Reasonable alternatives considered
Appendix 13	Mental Well-being Impact Assessment Screening
Appendix 14	OKR AAP References

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